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OR  
QUARTER-BOTTLES  
**TANSAN**  
Per Case of 100 Bottles ...\$7.50  
**H. PRICE & CO.**  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857.

**VERY CHOICE OLD**  
**MADEIRA**  
Per Dos. ....\$24.00  
INVALUABLE DURING CHANGE  
OF SEASONS.  
**H. PRICE & CO.**  
12, QUEEN'S ROAD.

No. 13,616 號陸十壹百陸千叁萬第 日式十式月玖年柒十二緒光 HONGKONG, SATURDAY, NOVEMBER 2ND, 1901. 陸拜禮 號式月壹十年壹零百九千壹英港香 PRICE, \$2½ PER MONTH

## CHAMPAGNE

**JULES MUMM**

Per Case: PINTS, \$50; QUARTS, \$48.

**A. S. WATSON & CO.**

LIMITED,

THE HONGKONG DISPENSARY.

**CUTLER, PALMER AND CO.**

WINE SHIPPERS SINCE 1815,  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central.

**JOHN WALKER & SONS'**

FAMOUS

**KILMARNOCK WHISKY.**

This World-renowned  
Fine Old Highland Whisky,  
Sole Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents,  
SIEMSEN & CO.

Hongkong, 1st January, 1901.

**CUTLER, PALMER & CO.'S**

Price \$10.75 PER DOZEN

Net

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**HONGKONG HIGH-LEVEL TEAM-**

**WAYS COMPANY, LIMITED.**

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 10 minutes.

8.30 a.m. to 9.00 a.m. ... Every 10 minutes.

9.00 a.m. to 9.30 a.m. ... Every 10 minutes.

9.30 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 10.30 a.m. ... Every 10 minutes.

10.30 a.m. to 11.00 a.m. ... Every 10 minutes.

11.00 a.m. to 11.30 a.m. ... Every 10 minutes.

11.30 a.m. to 12.00 p.m. ... Every 10 minutes.

12.00 p.m. to 1.00 p.m. ... Every 10 minutes.

1.00 p.m. to 1.30 p.m. ... Every 10 minutes.

1.30 p.m. to 2.00 p.m. ... Every 10 minutes.

2.00 p.m. to 2.30 p.m. ... Every 10 minutes.

2.30 p.m. to 3.00 p.m. ... Every 10 minutes.

3.00 p.m. to 3.30 p.m. ... Every 10 minutes.

3.30 p.m. to 4.00 p.m. ... Every 10 minutes.

4.00 p.m. to 4.30 p.m. ... Every 10 minutes.

4.30 p.m. to 5.00 p.m. ... Every 10 minutes.

5.00 p.m. to 5.30 p.m. ... Every 10 minutes.

5.30 p.m. to 6.00 p.m. ... Every 10 minutes.

6.00 p.m. to 6.30 p.m. ... Every 10 minutes.

6.30 p.m. to 7.00 p.m. ... Every 10 minutes.

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2.00 a.m. to 2.30 a.m. ... Every 10 minutes.

2.30 a.m. to 3.00 a.m. ... Every 10 minutes.

3.00 a.m. to 3.30 a.m. ... Every 10 minutes.

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4.00 a.m. to 4.30 a.m. ... Every 10 minutes.

4.30 a.m. to 5.00 a.m. ... Every 10 minutes.

5.00 a.m. to 5.30 a.m. ... Every 10 minutes.

5.30 a.m. to 6.00 a.m. ... Every 10 minutes.

6.00 a.m. to 6.30 a.m. ... Every 10 minutes.

6.30 a.m. to 7.00 a.m. ... Every 10 minutes.

7.00 a.m. to 7.30 a.m. ... Every 10 minutes.

7.30 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 10 minutes.

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

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**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT**

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

**THE ELITE OF WHISKY.—**

**THE "PALL MALL,"**

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11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**

**BLEND WHISKY,**

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a47]

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SPARKLING MINERAL TABLE WATER.

MANUFACTURED ENTIRELY FROM PURE TREBLE-DISTILLED WATER.

MIXES FREELY WITH WINES AND SPIRITS, WITHOUT IN ANY WAY DESTROYING THE FLAVOUR.

Per 1 dozen Quarts ... \$2.50

Pints ... \$1.75

Empties allowed for at the rate of 85 Cents per dozen Quarts, and 60 Cents per dozen Pints.

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15, Queen's Road, WINE AND SPIRIT MERCHANTS.

Hongkong, 25th October, 1901. [a40]

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INDIGESTION, DYSPEPSIA, FLATULENCY

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**PHOTO-GRAPHS, PLATES, PAPERS**

AND CHEMICALS.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,

DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG. [a44]

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SPECIAL OFFER OF AUTUMN SUITINGS at the following EXCEPTIONAL PRICES

**POSITIVELY FOR 1 WEEK ONLY!**

FLANNEL LOUNGE SUITS - - - \$20.00

TWEED AND CASHMERE SUITS - - - \$29.00

BLUE SERGE SAC SUITS - - - \$30.00

WORSTED AND ANGOLA SUITS - - - \$33.00

BLACK TWILL DRESS SUITS - - - \$45.00

**LANE, CRAWFORD & CO.** [a38]

**CHOICE SELECTION OF SWEETS.**

"Reviving sweets repair the mind's decay."—POPE.

**A PRESENT**

ACCEPTABLE TO ALL

**BOX OF CADBURY'S**

**CHOCOLATE CREAMS.**

A LARGE VARIETY IN FANCY BOXES AT POPULAR PRICES.

**WATKINS, LIMITED.**

CHEMISTS AND AERATED WATER MANUFACTURERS,

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EXSHAW'S No. 1.

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23 & 25, Queen's Road, Hongkong. [a37]

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COOKING BRANDY.

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23 & 25, Queen's Road, Hongkong. [a37]

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OFFICES & SALES-ROOMS, ENGINE & SHIPBUILDING WORKS,

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CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.

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**COTTAM & CO.**

HAVE RECEIVED A NEW STOCK OF SOFT FELT HATS in ALL SIZES

and the LATEST SHAPES in "DOUBLE" COLLARS.

LEATHER TRUNKS, BRIEF BAGS, DRESS SUIT CASES, &c.,

Are now being Shown. [a41]

**AUCTION**

**PUBLIC AUCTION.**

THE Undersigned has received instructions

to Sell by Public Auction,

TO-DAY (SATURDAY),

the 2nd NOVEMBER, 1901, at 2.30 P.M.,

at his SALES ROOMS, Duddell Street,

A QUANTITY OF

HOUSEHOLD FURNITURE

(Full Particulars from Catalogue)

On View from Friday, the 1st November.

TERMS:—Cash on delivery.

GEO. E. LAMBERT,

Auctioneer.

Hongkong, 30th October, 1901. [a276]

**NOTICE FROM SHANGHAI.**

**PRIME ROAST BEEF, GAME,**

**BRAWNS, PORK AND GAME PIEES,**

&c., can be obtained from the undersigned

during the cold weather.

Orders will meet with prompt and careful

attention.



## INTIMATION.

A. S. WATSON &amp; CO.

LIMITED.

ESTABLISHED A.D. 1841.

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OF OUR NEW SEASON'S

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COMPRISING SELECTIONS OF THE  
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A. S. WATSON &amp; CO.

LIMITED,

THE HONGKONG DISPENSARY,

QUEEN'S ROAD CENTRAL.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 2nd November, 1901.

From the Japanese *Revue Statistique*, of which we have already spoken, we glean some extremely interesting statistics of the cost and working of the railway system of the islands, which has already assumed a remarkable development. Roughly, the area of the mainland of Japan is 31,000 square miles, and the length of railways open to the end of 1900 was 3,700 miles, or one mile of railway to each 8½ square mile of area, a very fair showing considering the mountainous character and high elevation of the interior. The result of this was that up to that period only one line had been opened across the Island of Nippon, which has to cross the Utsi Pass at an elevation of some 3,200 feet, to attain which a rack rail has been found necessary. Owing also to the very indented character of the coast, only one large town in Japan, Maebashi, exceeds a distance of 60 miles from the coast, the majority being within less than half that distance, so that the railways have to a very considerable extent to compete with coasting steamers. The result of experience up to date has, however, been so favourable that no less than 1,000 miles of additional line were at the date mentioned either in progress or had been surveyed. This length of railway had been constructed at a total cost of 266½ million yen, or practically £7,200 per mile, which, considering all things, must be looked upon as reasonable. The receipts from these lines in 1900 amounted in gross to 39½ million yen, or practically £1,000 per mile per annum—close on £20 per week. This may seem insignificant, but at the beginning there were many lines, in Ireland especially, that succeeded in paying dividends on equally small receipts. About 66 per cent. of the receipts were derived from passenger traffic, probably owing to the fact that easy access to the sea favoured the transport of goods by steamer rather than by rail. Of the receipts, less than half were expended in working expenses, so there was actually 19½ million yen left for return on capital, say ½ per cent., a result testifying to the care with which the lines are administered.

Coming to speak of the lines from personal experience, it may be said that the latter conclusion is borne out by the facts of the case. The lines in the beginning were

introduced under the control of English engineers, and we see everywhere indications of the fact. They remind one, not of English working of the day, but of English working of 30 years ago, and the contrast is curious to any one acquainted with modern work in England or the United States. This old English system is very apparent, not only in the rolling stock, but in the signalling, the arrangements of the stations, and even in such minor details as uniform and what may be called the etiquette of the lines. Fares are low, from 1 to 5 English fares, and there are with a few exceptions three classes of carriages. On most of the lines the short English carriages with four wheels of forty years ago still survive, though on some of the more modern and better worked lines long carriages, running on four-wheeled bogies, are being introduced. From the nature of the country gradients are apt to be steep and irregular, and this tendency has been increased by the necessity of keeping down initial expenditure. For the same reason a gauge of 3ft. 6in. was adopted, but unfortunately the distance between the up and down tracks was likewise reduced, with the result that the side overhang of the carriages has been reduced to an extreme, and without great expense it will not be possible now to increase the width of the rolling stock, which at present is too narrow for really profitable working; a defect which as traffic increases will grow continually worse. The greater portion of the lines are laid with only a single track, only one or two of the main lines possessing a thorough double line, and the defects of this early parsimony are beginning to make themselves felt. Rails, too, are light when compared with modern practice elsewhere, so that the railway system generally is worked under many disadvantages.

At the beginning English locomotives were universally adopted. They were well made and good specimens of the ordinary English type of the period, and were well adapted for the light traffic then passing over the lines. Now all these conditions have materially changed, and on the main lines trains of twelve and fifteen or more coaches are ordinarily employed. The early engines have been found unserviceable for the growing traffic, and a large number of new engines have of recent years been ordered. Unfortunately, here economy of first cost has been too much the custom, while the comparative nearness of America and the greater facility for obtaining new locomotives there has led to orders having been recently placed in the States, to the almost entire exclusion of modern English engines. It cannot be said that the result is very satisfactory. Many of the American engines are, it is true, good specimens of workmanship, and do their work perfectly satisfactorily, but unfortunately the same cannot be said of the majority. While, however, an engine of a standard pattern can be laid down from America in some three or four months after the despatch of the order, some seven or eight will be required for the arrival of one from England, and as engines are never ordered till the last moment, the result has not been satisfactory to any parties concerned, except the engine-builder. In its essentials the conditions of the lines more nearly approach the English than the American system, and English locomotives would certainly be longer-lived under the circumstances, besides as a rule being more economical in the way of repairs, as well as in consumption of fuel for an equal development of power.

With regard to the working of the lines, there are many defects almost inseparable from the conditions under which the lines have been made. As yet there is little tendency to the amalgamation of the lines, and most of the short lines are worked independently. Besides the Government lines, totalling a little over 800 miles, the statistics give no less than forty-four separate organisations for the remaining 2,800 miles, or less than an average of 64 miles, and of these the longest, though by no means the chief, line has only 330 miles under one administration, namely, the Kiu-shin line. The consequence is that through trains are rarely to be found running even between important centres. To give an instance: Maebashi is one of the chief centres of the silk industry, and Yokohama is the chief shipping port. A loop line has been made round Tokyo to connect the Yokohama-Tokyo and the Maebashi line and to avoid the break which occurs between the two termini in the Capital. Even so the passenger has to change trains and carriages twice on the journey—at Shimobashi and Akabane; the whole distance is under 100 miles, yet the time occupied is over five-and-a-half hours. If the passenger desire to cross the island to Nangano or Nigata, another change of carriage at Takasaki is necessary, yet all these lines actually connect, and only a little change of system is needed. Again, as stated above, there are three classes on all these railways; the second is certainly no more needed than it has been found to be in England, and a change such as the Midland Railway introduced there would on all but a few suburban

lines be found profitable to the companies. With regard to the actual working, the rolling stock in essentials is kept in good order, and carefully examined; true, the interiors are not much attended to and comfort is rarely studied. Naturally the Japanese are clean in their persons, and are very well disposed to make themselves agreeable, and a little teaching is all that is required in the little amenities of travelling life. Again, the locomotive stock is really very fairly treated; engines are kept in good and substantial order, and the service suffers little from that gross carelessness that is the distinguishing feature of the Chinese. The conditions already spoken of—narrow gauge, light rails, single lines—render rapid travelling difficult. Still, the trains, to the credit of the management be it said, are more than fairly punctual, and the train as a rule keeps time at the intermediate stations to the minute. There appears to be a regulation against making up for lost time, and this perhaps is carried rather to an excess; as a factor of safety this is an error on the right side. The Japanese stationmasters and guards, it is pleasant to notice, are at all times polite, and the traveller will generally find little things done willingly to ease any discomfort. Altogether, considering all the circumstances of the case, the Japanese can afford to be a little proud of his management of his railways; they are not perfect by a long way, but they by no means bear out the remarks we heard as their mismanagement from a recently arrived American tourist at Akabane station. In many respects indeed, in the words of the person to whom the remark was addressed, the Japanese could teach their would-be critics a lesson.

The Hongkong Rifle Association notify that there will be no competition to-day, but the range will be open for practice at 2.45 p.m.

The new temporary stand on the edge of the Cricket Ground nearest the Hongkong Club was rapidly approaching completion yesterday.

H.M.S. *Albatross* arrived yesterday from Amoy, and the Italian transport *Marco Minghetti* from Genoa. The British transport *Sumatra* left for Calcutta.

Inspector Ford yesterday issued licenses for fifty more new Japanese rickshas owned by Ngan Wing Chi. To-day an additional fifty will be put on the streets.

To-night in the City Hall, Sam Bontley and Thomas Phillips will contest the middle-weight championship of the Far East. The grand "mill" will be preceded by heavy-weight and light-weight contests between Private Doogan, R.W.F., and Gunner Leonard, R.N.; A. Monk, R.W.F., and A. Sanford, R.W.F., respectively.

By kind permission of Lt.-Col. Baillie and Officers, the band of the 22nd Bombay Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 o'clock. Programme:—  
Lancers "Jolly Boys".....Williams  
Selection "Reminiscences of Scotland" Godfrey  
Valse "Happy Thoughts".....Prout  
Intermezzo "On the Road to Moscow".....Loetz  
Song "Sunshine and Rain".....Blumenthal  
Selection "Patience".....Sullivan  
"God Save the King."

The *Manila Times* of the 25th ult. says:—Sixto Lopez, the much-advertised Filipino agitator, started on his journey from Hongkong to Manila last week intending to come on the *Loonyang*. His journey was of short duration, though. While being accorded a favourable reception by the members of the Hongkong Junta aboard the *Loonyang*, prior to her sailing, Sen. Lopez decided to defer his trip to some other date. Just why this hasty decision was determined upon is not yet known, but eye-witnesses state that the agitator was handed a message, and it is inferred that this was a cablegram advising him that conditions were not favourable to himself in Manila.

Mr. J. Galloway Weir, M.P., who is on tour round the world during the Parliamentary vacation, has not been idle during his stay in Hongkong. Yesterday in company with Major-General Sir William Gascoigne, he visited the barracks and military hospitals to see how the private soldier is housed and looked after. He found the barracks scrupulously clean, and was satisfied with his visit. This morning, through the courtesy of the General, he will visit Mount Austin. Yesterday afternoon Mr. Weir, accompanied by Dr. Macdonald (who is also a doctor of medicine) and Mrs. Macdonald, visited some of the Chinese dwellings in the Colony; and Dr. Macdonald's opinion is that the English language fails to express adequately the abominable insanitary condition of the slums they inspected. He is not surprised at bubonic plague being with us, but is astonished we do not have "all the plagues of Egypt" annually. Dr. Macdonald, who is a Scottish medical officer of health, thinks the successful future of Hongkong depends upon the abolition of all insanitary buildings and surroundings in the Colony, and asks the pertinent question whether the skyscrapers on the new Praya are in fulfillment of the Ordinance dealing with the restricted height of buildings. He also suggested—as we did recently—that the Sanitary Ordinances of this Colony might be redrafted on the lines of the Glasgow Sanitary Regulations. It is to be hoped that when the question of the sanitary condition of Hongkong comes before the House of Commons, Mr. Weir may be able to give a few facts gleaned from personal observation. Mr. Weir and his party will visit Macao to-day and thence go to Canton, returning here on Wednesday next.

The *Gazette* of India notifies that the appointment of Mr. C. B. Lacey as Acting Siamese Consul at Rangoon, vice Mr. Andrews, is reconsidered.

Governor Taft is seriously ill in Manila, as a result of overwork and sedentary habits. The advisability of sending for Mrs. Taft, who is on a holiday in Japan, has been considered.

The Filipino paper *Renacimiento* states that the native press is generally very much dissatisfied with the new law introduced in the Philippines as regards libel. But it stoically declares: "What are we going to do? *Dura lex, sed lex.*"

The resignation of Judge Kincaid of the Court of First Instance in the Philippines, which has been pending before the Civil Commission for several weeks, has been officially accepted by the Governor of the Philippines. The resignation took effect on the 26th ult.

The race for the Club Cup at Singapore on the 24th ult. ended as follows:—  
Jules Martin's *Boob* (Sat 12lb) ... 1  
Mr. Howden's *Gayluss* (10st) ... 2  
Tambourney Pillay's *Battlefield* (9st 11lb) 3  
*Orpheus*, *Contadora*, *Vanitas*, *Sir Lancelot*, and *Redcliffe* also ran.

The body of Don Carlos Palanca will be sent from Manila to China on the fifteenth day of this month, where it will be entombed. A Manila paper says:—Palanca must have been a man of many virtues, for already over three hundred *Tiks* have been received and more are arriving every day. These *Tiks* are silk and panels with embroidered Chinese characters, sent in honour and praise of the dead.

Although, as we have stated, the Singapore ricksha strike collapsed on the 23rd ult., all the trouble did not cease at once. In the *Straits Times* of the 25th ult. we read:—At noon yesterday, a mob of Chinese ricksha-coolies in Orchard Road attempted to intimidate a gharry-driver. They assembled in large numbers and shouted "Pah." The eyes shouted for the police, and an armed police patrol which happened to be close at hand went to his assistance. Seven of the coolies were arrested and taken to the lock-up. They were to be brought before a Court of Two Magistrates this afternoon. No other disturbance has been reported, and the town is all quiet to-day. The rickshas are all out again.

An innovation has just been introduced which has for its object the distinguishing of the set of the Indian members of the Police Force here. The Sikh now shows a small patch of bright yellow ribbon where the folds of the turban cross above his forehead, and a little peak on the top of the turban indicates that the wearer is a Mahomedan. Lieutenant Cowie, an officer in an Indian regiment at present stationed here, is responsible for the change. But could not the police authorities go farther and make the new order of things affect the European members of the Force? An Irishman, for instance, might wear a shamrock in his helmet, and a Scotchman would be at once recognised by having a piece of tartan in the same place, or, better still, by wearing kilts.

The *Saigon Opinion* draws attention to the terrible and prolonged sufferings endured in the port of Saigon by more than seven hundred convict prisoners on board the Russian steamer *Kavkaz*. This vessel on her way from Odessa to Vladivostok broke down, and stopped at Saigon for repairs. On the 14th October, the vessel had already been over a month at Saigon, and apparently was likely to be detained some indefinite time further. On account of the rigid discipline to which prisoners are subjected, they have to remain confined in the 'tween decks, in iron-barred compartments or cages. In the morning they are sent up for a short time to the forward part of the deck, they get a douche, and are anew locked up down below. To keep seven hundred human beings shut up in the lower decks of a ship for a whole month in the great heat of Saigon is, the *Opinion* properly argues, a pure cruelty. The article, which is headed "On Pen d'Humainité, S.V.P." continues: "On fait des scènes pour les Boers de Colombo qui eussent dû moins avoir le droit de se faire 'Vive la Russie' quand des malheureux agonisent dans des cages et que leurs gardes diaboliques s'écroulent patriotiquement dans une café et une lupanar." The French writer deserves all honour for his honourable outspokenness.

The police are investigating what at present appears to be a wholesale attempt to poison an entire family at Tai Shan village, in the New Territory. The occurrence took place on the 27th ult., and the family concerned is that of Tan Him, a farmer, who, with his wife and two children, the latter aged respectively four and eleven years, became violently sick after their evening meal—which consisted principally of fish—and showed symptoms of poisoning. On the following morning the father and uncle of Tan Him partook of some of the fish that had been left unconsumed from the night before, and they, too, soon afterwards fell sick and developed the same symptoms. Dr. Ho Ngai Hok attended the six people and had them removed to the Government Civil Hospital, where Tan Him died on Thursday. It is not yet definitely known, however, whether he died from poisoning, as he was suffering at the time of his death from pleurisy. The police took charge of the food and arrested one of the inmates of the house, a widowed daughter-in-law of the deceased Tan Him, who performed the duties of cook for the family. Traces of arsenic have been discovered in the fish, but pending its complete analysis the accused woman, who was formally charged at the Police Court on Thursday, has been remanded until Tuesday next, at 2.15 p.m.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## THE CRISIS IN CHINA.

SHANGHAI, 1st November, 8 p.m.

## DOWAGER DENOUNCES MANCHURIAN CONVENTION.

Consequent upon the Yangtze Viceroy's violent opposition, the Empress Dowager has decided to denounce the Manchurian Convention. On receipt of this news Li Hung-chang developed a serious illness.

## THE RUSSIAN LEGATION.

Lord Li, son of Li Hung-chang, refuses the ambassadorship to St. Petersburg, as he declines to conclude the Russo-Chinese agreement.

## RE-ARMING IMPERIAL GUARDS.

The Empress Dowager has ordered the arming of the rifle brigade of the Imperial Guards at Peking with ten Maxim guns and 5,000 magazine Mausers.

LONDON, 31st October, 8.30 p.m.

## NATIVE CUSTOMS NOT TO GO YET.

Sir Robert Hart has instructed the Imperial Board that there will be no change at present in the native Customs. There will be an investigation and later a gradual reform. Sir Robert hopes to quadruple the receipts.

## GENERAL NEWS.

SHANGHAI, 1st November, 8 p.m.

## CHINA AT KING EDWARD'S CORONATION.

Prince Shu will represent China at King Edward's Coronation next year.

LONDON, 31st October, 8.30 p.m.

## ROYAL TOUR ENDED.

The *Ophir*, with the Duke and Duchess of Cornwall and York on board, has arrived off Portland.

## MONEY MARKET.

Consols stand at 292½. On the loan market weekly advances range from 2½ to 2½ per cent. Japanese New Loans are at 276½. Bank rate is now 4 per cent.

LONDON, 1st November, 1.30 a.m.

## FRANCE AND TURKEY.

The French squadron at Toulon has left under sealed orders. Gun-practice is the alleged reason. A demonstration against Turkey is likely.

## THE DUKE OF CORNWALL'S RECEPTION.

Great preparations are being made for the reception of the Duke and Duchess of Cornwall and York in London to-day.

## THE ADMINISTRATION OF WEIHAIWEI.

Sir Ernest Satow has arrived at Weihaiwei, his visit being in connection with the administration of the city.

## REUTER'S SERVICE.

LONDON, 30th October.

## THE NICARAGUAN CANAL TREATY.

The Washington correspondent of the *Daily Chronicle* states that His Excellency Lord Pauncefote, British Ambassador to America, has received authority to negotiate and sign the new Nicaraguan Canal Treaty.

## BOTH AGAIN ESCAPES CAPTURE.

Colonel Rimington, by a long night march, nearly captured Louis Botha, who bolted hastily leaving papers behind.

LONDON, 30th October.

## SOUTH AFRICA—MORE CAPTURES.

Colonel Byng's column has captured 22 Boers, including two Field Cornets.

Colonel Fortescue's column, after a running fight all day, killed four of the enemy and captured fifty-four, also 36 waggon and much stock.

## LATEST STEAMER MOVEMENTS.

The N.Y.K. steamer *Wakana Maru* (European Line) left Singapore for this port on the 31st ult., and is expected to arrive here on the 6th inst.

The N.Y.K. steamer *Hiroshima Maru* (Banyan Line) left Kobe via Moji for this port on the 31st ult., and is expected to arrive here on the 6th inst.

## LAUNCH SEIZED BY PIRATES.

Particulars have now come to hand of the seizure by pirates of the launch *Ut Fut*, which, as already reported in the *Daily Press*, went astray from Macao on Tuesday night. The *Ut Fut* is owned by Cheung Po, 36, Wing Kat Street, and has been running regularly for some time past between Hongkong and Fung Chang, and Tai O, carrying goods for the shop-keepers there and bringing back fish to this Colony. On Tuesday night on her arrival at Tai O, and after passengers and cargo had been discharged, the captain and two members of the crew went on shore, leaving nine men on board. Shortly afterwards a party of Chinese, variously described as consisting of from twenty to thirty persons, came off in boats, boarded the launch and overpowered the crew—at least such is the story told by the latter. At any rate the crew were banded down with the exception of the engineer and two stokers, whose services the pirates took advantage of for the running of the launch, enforcing their commands by means of loaded revolvers.

When the pirates had secured the crew they ordered the engineer to steam up the river. That order he had to obey. A circumstance which goes to show that the whole affair was preconcerted was that on her way to the river the launch was met by a coal-boat which transferred to her a fresh stock of fuel. Don't prevail, in fact, as to whether the pirates and the crew were not in league. But be that as it may, the crew, with the exception of the engineer and the stokers were kept under hatch by the pirates until they were nearly at Taiping, when by some chance the launch ran aground. Fearing the danger of capture, the pirates speedily scurried off, and the imprisoned crew were released by the engineer and the stokers. The pirates in their hurried flight took time to sack the craft. Except for some trivial articles it seems that all the fittings, &c., are intact.

When the tide rose the launch was floated off the shore, was navigated up the river towards Taiping, and was picked up later by a Chinese Customs cruiser. The Chinese authorities made inquiries respecting the ownership of the boat, and as a result she was escorted to the Water Police Station and with her crew was given into the custody of Inspector Riley, who yesterday brought her to Hongkong, where she now lies at the wharf. The nine men found on board were taken before Mr. F. J. Bodeley, Acting Captain Superintendent of Police, and formally examined. Further enquiry into the case is being made by the police.

## SWATOW.

[FROM OUR CORRESPONDENT.]

Swatow, 29th October.

## THE HOUSE-TAX.

What seemed before merely a rumour is now a real fact, and before long funds raised by means of the house-tax will be flowing, as a contribution to the defrayment of the large indemnity to the foreign Powers, into the coffers of the Chinese Government. With a view of ascertaining particulars concerning the rent of every house, two *ueiueiuei*, sent by the Cheng Hai Shien, have been busy late of late gathering all necessary information, on obtaining which they affix a Chinese document, containing the details of each house, on its front and also enter everything in extensive in books kept for the special purpose. The Cheng Hai Shien called on the foreign Consuls to sound them with regard to a tax on foreign houses, i.e., houses owned by non-Chinese. The Consuls told the Cheng Hai Shien that without instructions from their Minister at Peking they could not consent to their nationals paying any house-tax.

## THE TAO-TAI.

has again applied to the Viceroy of this province to be allowed to resign his post. Though he has received no reply yet, persistent rumours are circulated to the effect that Tao-tai Yang is to be his successor.

## CLAN-FIGHTS.

At Fungshun, a Hakka district no great distance from Kiatingchow, several serious clan-fight have taken place, which have induced the Shien of the place to apply to the Tao-tai for soldiers. The request has not been complied with. It is a noteworthy fact that whenever trouble breaks out in this district, no matter of what nature and to what extent, the official of the place concerned usually appeals to the Tao-tai for assistance, but it appears probable that how the latter is to satisfy constant and repeated demands for succour when he has under his command at Chowchow only about 2,000 soldiers.

TWO INFANTIL AND WEALTHY CHINESE have petitioned the Viceroy of this province to allow them to impose a tax of five cents on every case of kerosene oil that is imported, for which privilege they are prepared to contribute to the Government (i.e., to the Viceroy) \$4,000 per annum; and after a lapse of ten years, to present the Government with a bonus of \$10,000. As was to be expected, the Viceroy readily agreed to their proposals. The Tao-tai, presumably under instruction from his chief at Canton, deputed a *ueiuei* to call upon the Consuls here and enquire whether they have any objections to a tax on kerosene being levied. The Consuls informed the *ueiuei* that they could not give their permission to such a new departure, as it would entirely wipe out the foreign merchants interested in the oil trade. The promoters of this scheme have approached the compradors of the foreign firms with a view to coming to some arrangement, and I learn from a very reliable source that the compradors would not lead their assistance to an undertaking which may injure the very flourishing kerosene oil trade of this port. It is trusted that the attention of the two Chinese to make a fortune out of the new scheme, and of the expense of the Government at large, will be frustrated by the foreign merchants refusing their consent to this new scheme. I am informed that the United States Consul at Foochow strenuously opposed a similar plan which was mooted there some time ago.



## SPORTING AND OTHER NOTES.

There are already a good many of the griffins on the race-course every morning, all doing a certain amount of work, and those that have already begun must get a pull over the others in the long run. Mr. Master is a very regular attendant, and he has a string of half a dozen or more. Mr. Brutton is down most mornings and has a couple of last year's griffins, which are up and about on the big side. Mr. Cruickshank is down occasionally and gets through a lot when he turns up. Of course there is no fast work yet being done. Many of the ponies must still be suffering from the effects of the journey from Australia and must have coughs and colds hanging about them. What most of them want is plenty of fresh air and walking exercise; there is no fear of overdoing that. There is generally a bit of fun to be seen most mornings, as some of them can buck a bit and there are often one or two rickless ponies on the course. Some people say that horses as a rule won't buck off their native soil, or that at least they are not so likely to do so, but some of the best performers on the pig-skin have parted company with their mounts; in fact hardly a morning passes without there being some one in trouble. No doubt after the cricket week the regular training will begin, and it will be interesting to see whether the ponies that have had nearly a month of it look any better than those which have not yet been seen.

Two very pretty weddings took place this week, those of Mr. John Hastings with Miss Edmunds on Monday and of Mr. C. Pemberton with Miss Hooper on Tuesday. The former was solemnized at the Peak Church, and after the ceremony the guests adjourned to "The Falls," the residence of Mr. Wilkinson. The bride who looked extremely charming, wore a dress of rich white satin with yoke and sleeves of tulle, and a sash of the same material caught up with bunches of orange blossom. The bridesmaids were also dressed in white and orange blossom. The veil was of white tulle with tulle and orange blossom applied on it and a wreath of orange blossom in her hair. The bride also wore a lovely necklace with large pendant of opals, and a beautiful pearl and blue enamel brooch. The travelling dress was a coat and skirt of green cloth, with a hat of burnt straw, trimmed with bows of black glass silk. Amongst the guests was Mrs. Edmunds, the bride's mother, who wore a dress of rich pearl-grey silk, profusely trimmed with old Honiton lace, and a black and white tulle with red flowers. Mrs. Retallick wore a tailor-made coat and skirt of black and white shepherd's plaid with white tulle and a ruffle of white tulle and ribbon, and a black lace hat. Mrs. Playfair wore a very pretty mauve dress trimmed with lace and chiffon, and a charming hat of black chiffon with large ostrich feathers. Mrs. Ritchie wore a grey coat and skirt of green cloth, with a large collar of white satin and lace, and a big black hat, and Mrs. Simpson had on a charming dress of coral-colored blue voile with vest of tulle and lace, and a black hat with ostrich feathers. Mrs. Grist had a very handsome dress of violet cloth with velvet appliqué. Amongst others who were present I noticed the Hon. Mrs. Bertie, Mrs. Bell, the Misses Hutchings, Mrs. Richardson, Dr. and Mrs. Harrison, Mrs. and Mrs. Messop, Mr. and Mrs. W. H. Slade, Mrs. R. Leigh, Mr. and Mrs. Saunders, Mr. Justice Wain, Sir Thomas Jackson, and several others.

The marriage of Mr. Pemberton with Miss Hooper took place on Tuesday at the Cathedral, and a reception was afterwards held at "St. Andrew's," Barker Road, the residence of Mr. and Mrs. Playfair. (The bride was given away by Mr. Playfair, and Mr. Lowe was the best man, Mrs. Playfair being escorted by Mr. Tomlin. The bride was dressed in a beautiful dress of white crepe de chine over silk, the skirt and body being trimmed with rich lace; the skirt had a long Empire train of crepe de chine hanging from both shoulders. She wore a tulle veil with orange blossom in her hair, and looked quite lovely. The travelling dress was fine French grey cloth, trimmed with white, very pretty, and a grey hat to match, with white ostrich feathers. Miss Nancy Playfair officiated as bridesmaid at both weddings and looked sweet in a mauve, tulle and lace-trimmed dress of white lawn and a crinkled straw hat with a bow of white silk, and a large silk sash; she made a most demure and self-possessed little bridesmaid. Mrs. Playfair wore a black and white mauve dress, with a vest of tulle and chiffon and bands of narrow black velvet, and made a capital hostess. At the reception Mrs. Fountaine wore a very handsome dress of blue silk richly trimmed with coffee-colored lace, a bolero of silk lace, and a large black hat. Mrs. Winter had on a pretty white silk blouse of alternate tucks and lace, with a wreath of black and white daisies round the brim. Mrs. Peter, whom I did not see at the reception, but who was at the church, had a beautiful dress of cream lace over green silk and a swathed belt, with black velvet hat. Amongst others at the reception I saw Mrs. Retallick and the Misses Hutchings, Mr. and Mrs. Richardson, Dr. and Mrs. Harrison, and others. The presents were numerous and handsome, and there was a specially lovely bracelet of gold with blue enamel diamonds.

## VETERAN.

One of the indirect results of the Boer war may be noted as a curiosity. The island of Tristan d'Acunha, lying remote in the South Atlantic, 1,300 miles from St. Helena, is accustomed to get its mails once a year through the agency of a man-of-war. The exigencies of the war have prevented this arrangement being carried out, and the result is that in all probability the good folk of the island have had no news of the outer world for nearly two years.

## CRICKET.

H.K.F.C. XII v. CAPTAIN WAYMOUTH'S TEAM. A match between these teams was begun yesterday at 2 p.m. and will be continued to-day at 11 a.m. Captain Waymouth's side was the first to bat. The most notable feature of the game was Hancock's 70, a result achieved by careful batting combined with judicious dash. He and Frankland were the first to face the bowling. He played very well at the beginning and scored rapidly until 30 stood to his credit, though lucky in being missed at 29, and took a comparatively long time to travel from 30 to 40. Afterwards, Hancock showed improved hitting form and was caught by Clifton Browne at wicket off Sercombe Smith. Greater, who scored a very good 45, was particularly effective on the leg and had quite a number of nice strokes. As to the bowling, Freddy had 1 wicket for 20 runs, Lee 4 for 17, Dorchill 2 for 35, Sercombe Smith 1 for 17, and Cox 3 for 18. Stumps were drawn at 5 o'clock. Score:—

CAPT. WAYMOUTH'S TEAM.	
H. R. Hancock, c Clifton Browne, b Sercombe Smith	70
C. P. Frankland, b R. N. Dorchill	45
Bombardier Coles, b Lee	0
W. E. Dixon, c Sercombe Smith, b Lee	3
Sumner Greater, c Coles, b Cox	45
Lieut. Wood, R. N., b Cox	0
Lieut. Bird, b R. N. Dorchill	0
Capt. Cadogan, c W. F. E. Burnie, b Lee	0
A. C. Mackenzie, c Burnie, b Dorchill	8
Capt. Radcliffe, b A. C. Mackenzie	0
Capt. Waymouth, b A. C. Mackenzie	0
Lieut. Rose, R. N., not out	0
Extras	12
Total (for 11 wickets)	164

## FOOTBALL.

This afternoon on the Happy Valley the Hongkong Football Club will play "A" Company, Royal Welsh Fusiliers, the kick-off being at a quarter-past four. The following will play for the Club:—

H. S. Evans, goal; J. B. Macdonald, R. A., and J. W. C. Renner, backs; I. V. Bennett, C. T. Kew, and E. H. Codling, halves; A. R. Lowe, N. H. Rathford, D. F. Talbot, R. A., H. Von der Pfordten and J. D. Danby, forwards.

Both teams are strong, and an excellent match should be witnessed. After the match Mrs. Stewart-Lockhart has kindly consented to present the Cup and Medals to the winners of the Six-a-side Competition.

The opening match of the season of the new club, the Rangers, will take place to-day on the old V.R.C. ground in the Happy Valley, the opposing team being from H.M.S. Ocean. The kick-off is at 4 o'clock. The following will represent the Rangers:—

H. Gidley, goal; C. Pitcock and H. S. Spurge, backs; W. Masfield, A. Loureiro, and W. Andrews, halves; H. A. Seth, D. Smillie, G. H. Ruby, B. R. Herton, and R. Henderson, forwards.

## THE SOCIETY OF ST. VINCENT DE PAUL.

We have in this Colony many charitable institutions and societies, among which the above-named is one of the oldest and most deserving, although the Committee carry on their charitable work among the European and Chinese poor of this Colony in a quiet and unostentatious way. Notwithstanding the fact that the fund is small, the Committee exercise plenty of good judgment and discretion in alleviating suffering, as will be seen by the following summary of the doings of the Society during 1900:—

Allowance in cash	...	\$865.50
Allowance in provisions	...	571.80
Contribution to the "Catholic Orphanage"	...	250.00
Contribution to the Home for the Aged and Infirm	...	2,000
Shoes for Orphanage boys	...	135.00
Medicine	...	31.67
Burial of the poor	...	60.00

As announced in our advertising columns for the last two days the annual *franco fete* in aid of the funds of the society takes place to-morrow evening on the grounds of the Roman Catholic Cathedral, commencing at 9 o'clock. As in previous years, the Committee have been working very hard for some time past to make the *fete* as enjoyable as possible. The band of the 22nd Bombay Infantry, by kind permission of Lieut.-Colonel Bellie and the officers, will be in attendance, and will play the following selection of music:—

March "Soldiers in the Park" ..... Hume Valse "L'Etrole Plectre" ..... Walkbe Selection "La Mascotte" ..... Andrus Gavotte "L'Enfer" ..... Andrus Polka "Deep Blue Sea" (Piccolo Solo) Brewer Selection "San Toy" ..... Jones Extra.

Selection "The Belle of New York" ..... Kerker "God Save the King."

The price of admission is 5s, and the ticket entitles the holder to a souvenir if presented at the souvenir pavilion, on the evening of the *fete* only. In the afternoon the souvenir-stalls will be open for inspection from 5 to 6 p.m.

The net proceeds of last year's *fete* were \$2,113.63. The Society thoroughly deserves the help of the public, and we hope that the *fete* will be well attended, and the funds of the Society substantially replenished.

Clergymen sometimes get answers they do not expect from children. A minister was questioning a Sunday School class about the man who fell among thieves on the way from Jerusalem to Jericho. Bringing the story to a point, he asked: "Now, why did the priest and the Levite pass by on the other side?" "I know," said a lad, "because the man was already robbed."

SOFT, FAIR, DELICATE SKIN. A clear and healthy complexion produced by using ROWLANDS' KALODER, the most soothing, healing, and refreshing preparation, and was warranted harmless to the most delicate skin. It prevents and removes Freckles, Tan, Sunburn, Redness, Roughness, heals Cutaneous Eruptions, Irritation, Stings of Insects, Eczema, Burns, imparts a luxuriant beauty to the complexion, and arrays the neck, hands and arms in matchless whiteness, unobtainable by any other means. Ask Stores and Chemists for ROWLANDS' KALODER, and avoid poisonous imitations.

## POLICE COURT.

Friday, 1st November.

BEFORE MR. F. A. HAZELAND, POLICE MAGISTRATE.

ALLEGED ROBBERY OF THE DEAD. Chan Shun, the farmer from Sun Chun, New Territory, who was charged with feloniously receiving two cheques or bank-drafts to the value of \$1,500, which a woman (who is now undergoing imprisonment for the theft) stole from the body of a woman killed in the Cochrane Street house collapse and handed over to the defendant, was discharged, the evidence for the prosecution not being considered conclusive by his Worship.

A RED WANTED. A gunnery-instructor on H.M.S. Aurora was charged with conducting himself in a disorderly manner in the public street early yesterday morning.

The evidence showed that the defendant had gone to a photographer's shop behind the Stag Hotel and asked to be accommodated with a bed. The photographer did not desire lodgers, and replied in his best English—"No can." The defendant tried persuasion, and offered first \$2 and then \$10, but the photographer was firm, and answered—"For a thousand dollars no can." The defendant left his temper then, and after striking the Chinaman (who is now down a rather severe flight of ten steps, fortunately without occasioning him injury beyond temporary physical discomfort. The defendant afterwards tried the Stag Hotel, but finding the premises shut up, proceeded to make his presence known by kicking at the door. He kept up this disturbance till the police were called half-an-hour later. A lunk was the first to appear, and he requested the noisy one to leave off kicking the door and go home. The latter did stop, but instead of going home he commenced chasing some natives who had gathered round, and finally made a snatch at the lunk's lamp. The latter attempted to arrest him, and was rather roughly handled, being struck and kicked by the defendant. Both were rolling on the ground, the lunk pluckily holding on to his prisoner, when another constable arrived and lent his assistance in taking the defendant, kicking and struggling all the way, to the station.

The defendant, in answer to his Worship, said he had been thrown out of a rickshaw and hit his head, which made him lose his senses. He was fined \$15, with the option of a month. The fine was paid.

## JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 1st October, that business has been fairly active during the past week, and rates have been well maintained, with a tendency towards firmness. The October settlement passed off without much trouble yesterday.

BANKS.—Hongkong and Shanghai have ruled firm with sales at \$82 1/2 and \$82 1/2, and a few shares are probably still obtainable at the higher rate. The latest London quotation is \$83. Nationals are on offer at \$27 1/2.

MARINE INSURANCES.—Union Traders have sold and are on offer at \$58. North China are wanted at \$18. 180 is the final dividend of 5 per cent. for 1900 paid on the 25th ult. Cautions are wanted at \$157.

FIRE INSURANCES.—Hongkong have sold and are in further demand at the improved rate of \$365. Chinas are obtainable at \$86.

SHIPPING.—Hongkong, Canton and Macao have sold and are in strong demand at \$35. Indo-China have been placed at \$149 and \$149, and are now wanted at \$150. China Mutuals are wanted at \$62 to \$63 are in further demand at the former rate. Douglas have been placed at \$47 and \$47 1/2, but are unquoted. Star Ferries are in the market at \$24 (old), \$24 (new). Shell Transports, after sales at \$21.26 and \$21.50, are in further demand at \$21.26 and \$21.50, are in further demand at the former quotation.

REFINERIES.—China Sugars have been in good request during the past few days, and the rate has advanced to \$15 1/2, at which there are buyers. Luzon continue to be needed at \$25 sellers. MINING.—Panama have declined to \$31 sellers. Jubas are quiet at \$41. Rabbits after sales at \$13 1/2 and \$13 1/2 are further in demand at \$14.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have ruled steady to firm with sales at \$27 1/2 to \$29 and further buyers. Hongkong and Kowloon Wharves have changed hands at \$96, and in small lots at \$94 and \$97. The closing rate is \$96 with possible buyers. New Amoy Docks continue quiet at \$85.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have sold at \$193 and \$194, and a few shares are now offering at the former rate. Kowloon Lands have advanced to \$34 with buyers. West Point have been placed at \$65 and \$66, and there are buyers still in the market at the former quotation. Hongkong Hotels have again come into request with sales at \$137 and \$138, closing strong with buyers at \$139. Orientals have declined to \$83 with sellers. Humphreys Estates have advanced to \$134 buyers.

COTTON MILLS.—Ewes have improved to \$14. 46 buyers. Loon Kung Mow are firmer at \$14. 50 buyers. Hongkong Cottons are unquoted at \$134 buyers.

MISCELLANEOUS.—Manila Investments have been sold at the reduced rate of \$47. Green Island Cements have sold at \$22, and are now wanted at \$23. A. S. Watson are quiet at \$16. Electric are wanted at \$13 (old) and \$14 (new). Buses have improved to \$180 with buyers. Icos are wanted at \$184. Dairy Farms can be placed at \$9. Tobacco shares are unchanged at quotations and without business.

MEASURES.—China Traders Insurance Co., Ltd., ordinary general meeting on the 12th instant. Panjin Mining Co., Ltd., final call of \$1 per share due on the 15th instant. Dairy Farm Co., Ltd., ordinary yearly meeting on the 16th inst., transfer books closed from the 2nd inst.

## CHURCH SERVICES.

## ST. JOHN'S CATHEDRAL.

3rd November, 2nd Sunday after Trinity.

Matins (11 a.m.). Responses, Feriat; Venite, Russell; Psalms, Kewley, Tomlinson; To Deum, Dykes in D; Jubilate, Goodson; Hymns, 220, 550 and 217; Kyrie, Steiner in F.

Evensong (5.45 p.m.). Responses, Feriat; Psalms, Crotch, Harvey; Magnificat, Mathews; Nunc Dimittis, Legdon; Hymns, 22, 219 and 305; Vesper Hymn, Ward I.

## ST. PETER'S CHURCH.

Morning Prayer (11 a.m.).

Hymn, 423; Venite, Aylward; To Deum, Russell; Benedicite, Trent; Hymns, 409, 16 and 1.

Evensong (6.30 p.m.). Hymn, 21; Magnificat, Jones; Nunc Dimittis, Macfarren; Hymns, 394, 322 and 45.

## FOOCHOW.

Fochow, 28th October.

Bishop David H. Moore, D.D., of the Methodist Episcopal Church, preached in the chapel of the Anglo-Chinese College on Sunday last, and on Monday left for Hingpo, where he holds the Annual Meeting of the Hingpo Mission Conference. He returns next week and holds the Fochow Annual Conference, the opening services being at T'ung An Dong on Wednesday, 30th October.

The Bishop of Victoria arrived on the 20th instant and started the following day on a round of visits to the outlying stations of the C.M.S. The Rev. W. Banister, who paid a short visit to Fochow on his return after a trip for the benefit of his health, preached the sermon at the British Episcopal Church on Sunday last, and left on Tuesday per *Haitan* for Hongkong. His many friends at this port were glad to see him.

With the departure of the German mail steamer *Sachsen*, Fochow society will lose a lady who has stood high in its esteem for many years, Madame Popoff, widow of the late Russian Consul-General. The charming individuality of the lady, who was originally from the Caucasus, and who was married to her husband at all times won her the admiration of all with whom she came in contact, and the regret that home ties obliged her to leave the port is as genuine as it is general. The warm good wishes of the community go with her.

The Commissioner of Customs has notified that on and after the 15th November duty will be charged on all imports with the exception of rice and other cereals, flour, gold and silver bullion and coin.

The prices obtained at Messrs. H. S. Brand & Co.'s auction of properties on Wednesday last showed no improvement on the depressed values of real estate ruling here of late years. Lot 1, the Hong premises on the bank enclosed by Messrs. Turner & Co., were knocked down for \$6,150 and Lot 2, the residence on the hill of the late Mr. A. W. Walkinslow, fetched only \$3,550. The buildings are somewhat old, but are in good repair, and were originally substantially built and consequently will require but little money to be spent on them for many a long day to come; and, further, taking into account the considerable area of land enclosed in both compounds, the prices realised were undoubtedly low.

Dr. Rennie, our worthy doctor here for twenty-two years, left yesterday morning on a well-earned holiday. He travels home via the States and will probably be absent for twelve months. With the exception of a flying visit to Shanghai last year he had been in the port eleven years without a change. We wish him, with all his other friends, *bon voyage*, a happy meeting with his family, and the best of health to enjoy his year of rest.

The following further facts concerning the late Consul Popoff will be of interest to his friends. He was born in Orel, Russia, 19th November, 1859. He has one brother who is a Doctor of Medicine. He was educated at Orel and finished a course of study in divinity in an ecclesiastical seminary where he gave special attention to Oriental studies, more particularly the official Chinese language. He was regarded as a very good linguist. In Nov. 1877 he entered the service of the "Minister for Foreign Affairs" and in 1878 was appointed to Peking as Student Interpreter. He remained in Peking for nearly five years; in Sept. 1882 was assigned to duty as Consul at Fochow. In 1886 he was married in St. Petersburg and returned at once to his duties at this port. He also visited the homeland with his wife in 1892 and 1898. He left one son, named Boris, who was born in Fochow in 1887 and is at present attending school in St. Petersburg. For fidelity of service he has been honoured with the following orders of decoration:—The order of St. Stanislaus of 2nd and 3rd degree, the order of St. Anna of 2nd and 3rd degree, and the medal of the late Emperor Alexander III. A short time before his death he received the medal of the order of St. Vladimir of the 4th degree.

## CELEBRATED CASE IN THE MANILA SUPREME COURT.

MESSRS. WATSON AND CO. WIN.

Another phase in the famous Enriquez case appeared this morning, says the *Manila Times* of the 28th ult., when the Supreme Court handed down its decision in regard to the tenancy of the premises on the Escala now occupied as a drug-store by Watson and Co. The case was argued before the Supreme Court some time ago. The object of the suit, which was brought by Rafael Enriquez against Watson and Co. was to oust the English Drug Store from its present building.

The suit was first brought about a year and a half ago. At that time Rafael Enriquez, as administrator of the family estate, entered claim for one month's rent due by Watson and Co. to hold that position. He wished to resume and continue the suit which had been interrupted by the reappointment of Francisco as administrator. To that Watson and Co. objected, contending that the case had been settled with Francisco, and that they were in occupation of the premises under an entirely new lease and that Rafael could not resurrect the old suit. It was claimed by Rafael that the new lease was void for various reasons. Messrs. Watson and Co. claimed that they were in lawful possession and that validity of the lease did not enter into the issue of the case under discussion. The lower court, Judge Bosa acting, held that the suit commenced by Rafael Enriquez could proceed and decreed the ouster of Watson and Co. The case was then appealed to the Supreme Court by Watson and Co., and the judgment of the lower court has just been reversed with costs against Rafael Enriquez. This leaves Watson and Co. in legal possession.

Felipe Calderon appeared on behalf of Rafael Enriquez and Mr. Bohde for Messrs. Watson and Co. Messrs. Montague and Dominguez say they still hold three specific criminal charges against Francisco Enriquez, and shall file one after the other.

Although the money involved in this case is only slightly over four thousand dollars, had the Supreme Court supported the lower court's decision, the validity of Francisco's administration of the estate of Enriquez would have been seriously impeded.

## GEN. GASELEE ON THE SITUATION.

Reuter's representative had an interview last month with General Sir Alfred Gaselee, commanding the British troops in China, who had just reached England from the Far East. In reply to questions General Gaselee said:—

"I do not think there is any danger of a serious rising. There are, it is true, handbills who may be called Boxers, and whether these can be put down will depend upon the attitude of the Chinese Government, but I do not believe there will be any widespread trouble. At any rate there are ample foreign troops to prevent any recurrence of trouble in any part of the province of Chihli. It must, however, be borne in mind that there is still a very strong feeling against foreigners, and that there will probably always be so. Certainly this feeling has not been lessened by recent events. It is not my business to talk politics, but I think it should be known in England that whatever people may say to the contrary, our military prestige has not suffered in China. We always endeavoured to be just and fair in our dealings with the Chinese, and to avoid anything that might be construed as well as the guilty. Probably, as a result of this, the Chinese have great belief in our moderation and straightforward conduct."

Turning to military matters, General Gaselee said:—

"On the whole the relations between the international troops were good, and although minor squabbles and public-house brawls occurred, this was no more than was to be expected when a considerable number of troops of different nationalities are brought together without much to do. As for my own troops they came out of a trying situation very well, and they behaved extremely well even under circumstances of considerable provocation. Had they got out of hand there would have been serious trouble. At the beginning of the operations for the relief of Peking no troops were better equipped than the British. Shortly after their arrival the Americans were especially well equipped in regards, communications with the base, or, had it been thought possible and expedient, in order to bring the war to a more rapid termination by the adoption of such measures. Warnings the French population certainly did not lack. They had every reason to abstain from such hazardous proceedings as interference with our communications, and they had an inkling of what they were to expect, in the event of the slightest disturbance, in the shape of proclamations like the following one, which I copy out of my note-book:—

"Notice is hereby given to the inhabitants that martial law is proclaimed, and that, therefore, any inhabitant found with a weapon in his hands will be shot.—Headquarters of the 3rd German Army."

It will be seen from this proclamation that there was not much hesitation on our side. Finally, there is this great difference between the two wars, which practically renders any comparison futile. The Franco-German War was decided by battles, engagements, sieges, in such a way that we have always been able to reckon it an honour to have measured swords with so chivalrous a foe, whilst the English can hardly bring their enemy to a stand-up fight, have had few opportunities of discovering his chivalry, but, on the other hand, have had plentiful experiences of his bushranger propensities and his treachery, often amounting to actual crime.—Yours respectfully, OBERST LIEUTENANT Z.D.

In conclusion, General Gaselee said:—

"A good deal of comment seems to have been occasioned by the landing of German troops at Shanghai, why, I cannot understand, as the Germans have as much right to send troops there for the preservation of order as we have. It is quite time that the British public should realise that the Yangtze is not a close border for Great Britain. In the matter of commerce it is fatal for British merchants to sit with folded hands while others are taking our trade. We must recognise that we have powerful, and increasingly powerful, rivals, not only in Germany, Japan, and America, whose trade throughout the Far East is rapidly increasing, but also in the Chinese themselves."

General Gaselee does not believe that the Imperial Court will return to Peking at any rate before the spring, although the condition of the palace at Peking is far better than the Chinese authorities had any right to expect after their treacherous behaviour towards the Legations.

## THE SOUTH AFRICAN AND FRANCO-GERMAN WARS.

A German Field Officer on the active list who for obvious reasons desires his name to be withheld, addresses a letter to the *Times* rather than to the *Kreuzzeitung*, whose reiterated attacks upon the British army in South Africa have specially prompted him to intervene in this controversy, because it is clear that the *Kreuzzeitung* and other German papers of the same complexion do not want to be set right on such points, and, in a word, communications such as his find no admittance. On the other hand, he would rejoice if the readers of the *Times* were to see in his letter a proof that the utterances of the German Press with regard to the South African War do not by any means represent the unadvised public opinion of the country.

The following is a translation of his letter in the *Times* of the 24th ult.:—

Sir,—The questions raised with regard to the British method of warfare in South Africa, as compared with the Franco-German War of 1870-71, show such an overflow of hatred and hysterical indignation that they read like an outbreak of fury on the part of papers which cannot endure the sight of the gradual overthrow of the Boers, whom they have hitherto extolled to the skies, for Heaven knows what reasons. They cannot forgive the English that they were in lawful possession and that validity of the lease did not enter into the issue of the case under discussion. The lower court, Judge Bosa acting, held that the suit commenced by Rafael Enriquez could proceed and decreed the ouster of Watson and Co. The case was then appealed to the Supreme Court by Watson and Co., and the judgment of the lower court has just been reversed with costs against Rafael Enriquez. This leaves Watson and Co. in legal possession.

Although the money involved in this case is only slightly over four thousand dollars, had the Supreme Court supported the lower court's decision, the validity of Francisco's administration of the estate of Enriquez would have been seriously impeded.

resources of peasant "slimness." Vexation and disappointment can alone account for such statements as those to which the conservative and orthodox *Kreuzzeitung* commits itself, namely, that the British troops have been better than and again by a numerically inferior foe with no military training; that nearly every week British soldiers allow themselves to be captured; that guns, gunners, and gun-carriages bolt into the enemy's lines; that the mounted men can neither ride nor shoot; that the so-called British victories have, in reality, been the most miserable defeats; that the British troops surrender *en masse* in the open, &c.

It is the business of the English Press to deal with controversialists of this class. For my part, I wish only to take up the question raised in the following terms:—"Have German commanders ever arranged to be brought home and loaded with decorations before the end of the war?" To this I would answer that it seems to me exceedingly unwise to challenge by such a question a comparison between Lord Roberts and, let us say, Count von Waldersee—a comparison which, as far as the honours conferred, could only be unfavourable to the German Field-Marshal."

These things, however, would leave me cold, as in the course of the last 23 months I have grown fairly hardened to this daily screaming. What specially induces me to request the publication of these lines is the charges which have again recently been brought against the British troops of inhuman measures against the non-combatant population.

The *Kreuzzeitung* asks:—"Where were there in 1870-71 concentration camps for French women and children? Where were there any large areas of devastation? Where were the defenceless inhabitants, even the missionaries, seized wholesale and kept prisoners?"

I have no difficulty in answering these questions. My recollection of that period is still vivid, and I will therefore at once concede that we had no practical occasion for such measures in France, for the simple reason that they were not necessary. But if the guerrilla warfare organised by the Franco-Germans had assumed larger dimensions, then assuredly the German Headquarters would have shrunk from no methods of warfare; would have destroyed houses, farms, and every kind of property; would have forbidden all freedom of intercourse; would not have hesitated to inflict the severest forms of punishment, even the punishment of death, in order to ensure the safety of the German army and of its communications with its base, or, had it been thought possible and expedient, in order to bring the war to a more rapid termination by the adoption of such measures. Warnings the French population certainly did not lack. They had every reason to abstain from such hazardous proceedings as interference with our communications, and they had an inkling of what they were to expect, in the event of the slightest disturbance, in the shape of proclamations like the following one, which I copy out of my note-book:—

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## SPLIT.

OR

## QUARTER-BOTTLES

## TANSAN

Per Case of 100 Bottles ... .. \$7.50

## TANSAN

## IN PINTS

Per Case of 48 Bottles ... .. \$6.00

## TANSAN

THE MOST POPULAR WATER IN THE EAST.

WITH WINES, SPIRITS, MILK, AND

AS A TABLE WATER IT IS

UNSURPASSED.

## H. PRICE &amp; CO.

12, QUEEN'S ROAD.

Hongkong, 30th October, 1901. [616]

## THE

## ROBINSON

PIANO CO., LTD.



## NEW ADVERTISEMENTS

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for Account of the Estate of the late Mr. EDWARD ROBINSON, Barrister-at-Law, Hongkong, TO-DAY (SATURDAY), the 2nd NOVEMBER, at 11 A.M., at his Office, (above Messrs. ULLMANN & CO'S PREMISES), 72, Queen's Road Central.

SUNDRY OFFICE FURNITURE, Comprising—  
TEAKWOOD OFFICE DESK and CHAIRS, BOOK SHELF, MOROCCO-COVERED ARM-CHAIRS, BOOK CASES, TABLES, 1 CANTON BLACKWOOD CHAIR, VIENNA CHAIRS, PICTURES, SCREENS, SIDEBOARD, &c., &c.  
Terms—As Usual.

HUGHES & HOUGH, Auctioneers.  
Hongkong, 2nd November, 1901. [2793]

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, for ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY), the 2nd NOVEMBER, 1901, at 2.30 P.M., at No. 20, DES VOEUX ROAD, SUNDRY HOUSEHOLD FURNITURE and CLOTHING;

Also  
A QUANTITY OF ASBESTOS PACKING, and  
One COTTAGE PIANO, by Witten and Witten, London; and 2 BICYCLES.  
Terms—As usual.

HUGHES & HOUGH, Auctioneers.  
Hongkong, 2nd November, 1901. [2794]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Acting CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction, on

MONDAY, the 4th NOVEMBER, at 2.30 P.M., at the CENTRAL POLICE STATION, 373 CATTIES RAW MALWA OPIUM, 373 CATTIES RAW PERSIAN OPIUM.  
Terms—As usual.

HUGHES & HOUGH, Government Auctioneers.  
Hongkong, 2nd November, 1901. [2792]

HONGKONG RIFLE ASSOCIATION.  
THERE will be NO COMPETITION TO-DAY (SATURDAY), the 2nd inst., but the Range will be open for Practice, commencing at 2.45 P.M.

ALEX. MACKENZIE, Hon. Secretary.  
Hongkong, 2nd November, 1901. [191]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"LOONGSANG,"  
Captain Weirall, will be despatched as above on MONDAY, the 4th inst., at 4 P.M.

This Steamship has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO., General Managers.  
Hongkong, 1st November, 1901. [2786]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship

"LAISANG,"  
Captain Payne, will be despatched as above on SATURDAY, the 3rd inst., at Noon.

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JARDINE, MATHESON & CO., General Managers.  
Hongkong, 1st November, 1901. [2788]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"  
Having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 5 P.M., the 5th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO., General Managers.  
Hongkong, 1st November, 1901. [2787]

THE HONGKONG WEEKLY PRESS will be ready on Monday, and will contain—

Leading Articles—  
Prince Chun's Return.  
The Manchurian Question.  
The Development of Indo-China.  
Russia and Asia.  
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The Crisis—Telegrams.  
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Subscription, \$12 per Annum, payable in advance; postage, \$2.  
Extra copies 30 cents each (cash).  
Copies can be posted from the Office to addresses sent; including postage, 34 cents each, or \$1 for three copies (cash).  
Hongkong, 2nd November, 1901.

## NEW ADVERTISEMENTS

## FOR NAGASAKI (DIRECT).

THE Steamship  
"OBI,"  
Captain Pinkham, will be despatched as above on TUESDAY, the 5th inst., at DAYLIGHT, for Freight or Passage, apply to  
DODWELL & CO., LTD., Agents.  
Hongkong, 2nd November, 1901. [2789]

FOR YOKOHAMA AND KOBE.

THE Steamship  
"LENNOX,"  
Captain Williamson, R.N.R., will be despatched as above on or about THURSDAY, the 7th instant, for Freight or Passage, apply to  
DODWELL & CO., LTD., Agents.  
Hongkong, 2nd November, 1901. [2790]

"BEN" LINE OF STEAMERS.

FOR SINGAPORE AND PENANG.

THE Steamship  
"RENLIARIG,"  
Captain Koroble, will be despatched as above on THURSDAY, the 7th instant, for Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 1st November, 1901. [2785]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship  
"PERLA,"  
Captain J. E. McArthur, will be despatched as above on THURSDAY, the 7th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, 2nd November, 1901. [2791]

HONGKONG RIFLE ASSOCIATION.

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Hongkong, 1st November, 1901. [2788]

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Hongkong and Fort New.

## ENTERTAINMENTS

CITY HALL! CITY HALL!  
TO-DAY (SATURDAY) NOVEMBER 2ND.  
GRAND PUGILISTIC CONTEST  
FOR THE  
MIDDLE-WEIGHT CHAMPIONSHIP  
OF THE FAR EAST.

BETWEEN  
SAM BENTLEY & THOMAS PHILLIPS.  
To be preceded by a  
SIX ROUND HEAVY-WEIGHT CONTEST.

BETWEEN  
Private DEEGAN, R.W.F., and  
Gunner LENNARD, R.N.

Followed by the  
TWO LIGHT-WEIGHTS:  
A. MONK, R.W.F. and  
A. SANFORD, R.W.F.

CITY HALL, NOVEMBER 2ND.  
Prices ... \$3, \$2 & \$1.  
Commencing punctually at 9 P.M.  
Hongkong, 26th October, 1901. [2728]

ALFRESCO FETE  
in aid of the funds of the  
SOCIETY OF ST. VINCENT DE PAUL,  
to be held on the GROUNDS of the  
ROMAN CATHOLIC CATHEDRAL,  
TO-MORROW (SUNDAY) EVENING,  
the 3rd day of November, 1901,  
from 9 to 11 o'clock.

Admission Ticket ... \$1.  
The Ticket, on being presented at the  
"SOUVENIR PAVILION," will be  
exchanged for a Souvenir  
(On the Evening of the Fete only).

Tickets can be obtained at Messrs. Kruss & Co. till Saturday, 2nd November, and at the Gate on the Night of the Fete.  
Hongkong, 31st October, 1901. [2776]

INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1881.  
CAPITAL ... \$410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents.  
Hongkong, 18th May, 1900. [188]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, S. JACOB & CO., Agents.  
Hongkong, 2nd April, 1900. [33]

NORTH-BRITISH AND MERCANTILE INSURANCE COMPANY, LIMITED.  
TOTAL FUNDS at 31st DECEMBER, 1900, \$14,732,681.

I. AUTHORIZED CAPITAL ... \$23,000,000 0 0  
SUBSCRIBED CAPITAL ... 2,750,000 0 0  
PAID-UP CAPITAL ... 687,500 0 0  
II. FIRE FUNDS ... 2,933,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.  
Hongkong, 3rd July, 1901. [164]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.  
Hongkong, 21st April, 1897. [184]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO., Agents for the Phoenix Fire Office.  
Hongkong, 17th August, 1887. [32]

"L'URBAINE"

FIRE INSURANCE COMPANY, LD. (Established 1838).

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO., Agents.  
Hongkong, 7th February, 1901. [439]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.  
Hongkong, 29th May, 1895. [31]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.  
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.  
Hongkong, 16th November, 1872. [29]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.  
Hongkong, 16th November, 1872. [29]

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Pedder's Hill.  
Hongkong, 1st January, 1892.

## TO LET

A HOUSE in RIFON TERRACE.  
"THE RETREAT," MOUNT KELLET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 13th July, 1901. [66]

TO LET.  
12 EUROPEAN HOUSES, Nos. 14, 18, 22, 26, 28, 30, 34, 36, 38, 42, 44, and 46, LEIGHTON HILL ROAD.  
Apply to—  
THE HONGKONG AND KOWLOON LAND AND LOAN CO., LD., No. 8, Queen's Road West.  
Hongkong, 5th October, 1901. [2548]

TO LET.  
GODOWN, No. 5A, DUDDELL STREET.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 5th July, 1901. [1692]

TO LET.  
3 ORMSBY VILLAS, KOWLOON. FIVE ROOMS, GARDEN and TENNIS COURT.  
Apply to—  
A. S. WATSON & CO., LTD.  
Hongkong, 3rd October, 1901. [2761]

TO LET.  
No. 1 STEWART TERRACE, the PEAK.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 17th July, 1901. [1799]

TO LET.  
EUROPEAN HOUSES, Nos. 1, 2, 4, 5, 6, 7, and 8, WILD DELL, WANCHAI ROAD.  
Apply to—  
SANG KEE, 298, Des Voeux Road Central.  
Hongkong, 29th October, 1901. [2753]

TO LET.  
6 SEMI-EUROPEAN HOUSES, Nos. 20 to 25, PO HING FONG.  
Apply to—  
CHAU CHEUK FAN, No. 6, Queen's Road West.  
Hongkong, 16th October, 1901. [2642]

TO LET.  
"FEERNIDE," No. 37, ROBINSON ROAD.  
Apply to—  
S. A. RAMJAHN, Care of Thomas's Grill Room.  
Hongkong, 1st August, 1901. [1937]

TO LET.  
THE GODOWN in WEST POINT (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., LD.  
For particulars, apply to—  
LAUTS, WEGENER & CO.  
Hongkong, 9th July, 1901. [1730]

TO LET.  
TWO LARGE ROOMS, fronting Queen's Road Central, in Marine House, suitable for Offices.  
ROOMS in Second Floor, Beaconsfield Arcade.  
Also FURNISHED HOUSE at the Peak; possession on 1st November.  
For Particulars, apply to—  
TURNER & CO.  
Hongkong, 26th October, 1901. [2581]

TO RENT—ON THE PEAK.  
(Close to Tram Station).  
A NICELY FURNISHED ROOM with Bath and Board, in Private Family. Splendid View, and Very Healthy. First-class Table.  
Address—  
PEAK, Care of Daily Press Office.  
Hongkong, 11th October, 1901. [2588]

TO LET.  
A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHEW STREET.  
Apply to—  
CARLOWITZ & CO., Sales Office.  
Hongkong, 10th September, 1901. [2309]

TO BE LET.  
Immediate Possession.  
No. 8, ROBINSON ROAD.  
Apply to—  
H. L. NORONHA, Executor of the Estate of the late D. NORONHA.  
Hongkong, 14th October, 1901. [2605]

TO LET.  
A NEWLY ERECTED HOUSE at the East of Race-cours.  
Apply to—  
NG YUEN HING, No. 9, Queen's Street, West Point.  
Hongkong, 30th September, 1901. [2591]

TO LET SHORTLY.  
HOUSES (now in course of erection and nearing completion) in a first-class business locality, DES VOEUX ROAD CENTRAL, next to A. W. H. P. Building Store.  
Ground Floor suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.  
Apply to—  
J. S. LEE & CO., Care of WING CHEONG TAI, 240, Des Voeux Road West.  
Hongkong, 5th October, 1901. [2550]

TO LET.  
1st, 2nd and 3rd FLOORS of No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. JANE, CRAWFORD & CO., now nearing Completion. Suitable for Offices.  
Apply to—  
WING CHEONG, Nos. 1 & 3, D'Agular Street.  
Hongkong, 8th October, 1901. [2563]

BOARD AND RESIDENCE.  
MRS. GILLANDERS  
"GLENWOOD,"  
21, CATHY L'AD.  
Hongkong, 20th September, 1900. [2406]

## BANKS

HONGKONG SAVINGS BANK.  
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.  
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
T. JACKSON, Chief Manager.  
Hongkong, 4th October, 1900. [28]

HONGKONG & SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL ... \$10,000,000  
RESERVE FUNDS ... \$10,000,000  
STERLING RESERVE ... \$10,000,000  
SILVER RESERVE ... \$7,500,000  
RESERVE LIABILITY OF PROPRIETORS ... \$10,000,000

COURT OF DIRECTORS.  
R. SHERMAN, Esq., Chairman.  
Hon. J. J. BELL IRVING, Esq., Deputy Chairman.  
A. Haupt, Esq., H. Schabert, Esq.,  
D. Meyer, Esq., N. A. Siebs, Esq.,  
A. J. Raymond, Esq., H. W. Slade, Esq.,  
R. L. Richardson, Esq., H. B. Tomkins, Esq.,  
Paul Witkowski, Esq.

CHIEF MANAGER:  
Hongkong—SIR THOMAS JACKSON.  
MANAGER:  
Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per Cent. per Annum on the daily balance.  
ON FIXED DEPOSITS.  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 per cent. per Annum.  
For 12 months, 4 per cent. per Annum.  
T. JACKSON, Chief Manager.  
Hongkong, 17th August, 1901. [22]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.  
CAPITAL FULLY PAID-UP ... \$1,000,000  
RESERVE FUNDS ... 125,000

Directors:  
J. S. VAN BUREN, Esq.,  
C. EWENS, Esq.,  
C. S. SHARP, Esq.,  
H. W. SLADE, Esq.,  
HO TUNG, Esq.

General Managers:  
Messrs. JOHN D. HUMPHREYS & SON.

BANKERS:  
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE Company is prepared to act as Special Agents or Attorneys, Liquidators



## NOTICES TO CONSIGNEES

## OCEAN STEAMSHIP COMPANY.

**CONSIGNEES per Company's Steamer**

"MACHAON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 26th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 2nd proximo will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 4th proximo.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th October, 1901. [15]

## OCEAN STEAMSHIP COMPANY.

**CONSIGNEES per Company's Steamer**

"PROMETHEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 26th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 1st proximo will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 2nd proximo.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th October, 1901. [15]

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamship**

"PARRAMATTA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. Oceana.

From Persian Gulf, ex s.s. B. I. S. N. and B. & F. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TODAY, 26th inst.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 26th October, 1901. [1]

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamship**

"BORNEO"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TODAY, 31st inst.

Goods not cleared by the 4th November, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 31st October, 1901. [1]

## NOTICE TO CONSIGNEES.

**FROM MIDDLESBROUGH, LONDON AND STRAITS.**

**THE Steamship**

"MERRIONETHSHIRE"

Captain Farrington, arriving from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th November, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO. Agents.

Hongkong, 31st October, 1901. [2781]

## LESSONS IN FRENCH

**NEW and easy method of learning French** in a few months, mainly by conversation with a Frenchman. Terms very moderate.

Please address—

B. R.

Care of Office of this Paper.

Hongkong, 23rd February, 1901. [2165]

## FOR SALE

**THE Steam-launch "TUNG FAT"** Built under Foreign Superintendence. Thoroughly Overhauled by Messrs. W. S. Bailey & Co., Engineers, and Certified to be in First-class Order and Condition. The Launch is fitted in European Style, suitable for fishing purposes and for harbour work.

Length 33 feet, Beam 11 feet 6 inches, Depth 6 feet 3 inches in centre.

For further particulars, apply to—

LAUTS, WEGENER & CO.

Hongkong, 15th October, 1901. [2619]

## HONGKONG BUSINESS DIRECTORY.

## BOOKBINDING

**"DAILY PRESS" OFFICE.**

The only office in China having European taught workmen. Equal to Home Work.

## BUILDERS

**KANG ON.**

Contractor, 30, D'Aguiar Street. Local and Coast Port Buildings, Timber, Brick and Granite.

Mechanics engaged, Estimates given.

## CHEMISTS DRUGGISTS, &amp;c.

**THE VICTORIA DISPENSARY.**

Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

## FURNITURE WAREHOUSEMEN

**A. CHEE & CO.,** Established 1859.

Every Household Requisite. Depot for Eastman's Kodak Films and Accessories; 17a, Queen's Road Central.

## JEWELLERS

**MAISON LEVY HERMANOS.**

Diamond Merchants and Watchmakers, 40, Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

## PHOTOGRAPHERS

**A. FONG.**

The largest and most complete Studio in Hongkong. Established 1859. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; Lee House Street.

**MEE CHEUNG.**

Lee House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Works, Amateurs' Requisites.

**M. MUMBYA, JAPANESE ARTIST.**

Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8a, Queen's Road Central.

## PRINTING

**"DAILY PRESS" OFFICE.**

Proofs read by Englishman.

## STOREKEEPERS

**F. BLACKHEAD & CO.**

Navy Contractors, Shipchandlers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.

**BISMARCK & CO.**

Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

**KWONG SANG & CO.**

Shipchandlers, Sailmakers, Hardware, Engineer Tools, Brass and Iron Merchants, 141, Des Vaux Road.

**MORE & SEIMUND.**

43 and 45, Des Vaux Road. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission ("Greyhound Brand") and Blundell Spence & Co.'s Composition.

## TAILORS

**R. HAUGHTON & CO.**

Naval Military and Court, 16, Queen's Road, Opposite Kuhn's Curry Store.

## TOBACCONISTS

**D. S. DADY BURJOR, "Los Filipinos."**

Importer of the Best Manila Cigars; 25, Fettinger Street.

## WATCHMAKERS

**DROZ & CO.**

10, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

## MITSE BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

**CODE WORD: "DOCK" NAGASAKI.**

A.I., A.B.C., Scott's, and Eng. Reeling Codes Used.

**DOCK No. 1 (at TATEGAMI).**

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 26 1/2 "

**DOCK No. 2 (at MUKAIJIMA).**

Extreme Length... 371 feet.

Length on Blocks... 360 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

**PATENT SLIP (at KOSUGE).**

Can take vessels up to 1,000 tons gross.

**THE WORKS** are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [156]

## RUINART PERE &amp; FILS, REIMS

Established 1719.

**CHAMPAGNE GROWERS AND SHIPPERS.**

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 17th May, 1895. [1271]

## K WONG PUNG YUEN, TIMBER MERCHANTS.

No. 252, Des Vaux Road West, Hongkong.

Have always on hand a Large Stock of the following Timber:—

AMERICAN PINE and FIR, BANGKOK TEAKWOOD, HARDWOOD, &c., &c. (in Logs and Planks).

An Inspection is respectfully solicited.

Hongkong, 5th September, 1901. [2392]

## [ALL RIGHTS RESERVED.]

## WYATT CARTER: A STUDY IN CRIME.

BY GORDON STABLES, M.D., R.N.

(Author of "A Girl from the States," "Shadows for Life," &c.).

(Continued.)

**CHAPTER II.**

**JOHN BINGLEY'S STRANGE STORY.**

"Suicide?" I smiled incredulously, and my friend said:

"It seems as if you were, perhaps, as it does to the police," he said, "but it came out at the inquest that the lady had been in the habit of leaving home for days and nights at a stretch: that she had been seen several times in the company of a strange man and that she lived during those little trips as if she wanted to make the most of life; moreover, she had frequented racetracks. It was on these and at Monte Carlo where, in people's opinion, her fortune had been squandered! The Colonel, it is true, accompanied his wife abroad, but he was old, and she was cunning. Well, for all her cunning, she failed in her main object. Women like to carry hatred to the brink of the grave with them, but though he was accused of her murder, there was not sufficient evidence to prove a jot of guilt against him. Had there really been a struggle, there would have been screams, and these the maids in the adjoining room would have heard. Had she been murdered in the room there would have been blood. Bah! Police-men are fools."

"But could suicide like hers be carried out?" "I said, she had but to lay a train, to light the funeral pile, fire it, and stab herself to the heart immediately."

"I made it my business a few days after this to go to G., and I first paid a visit to Wyatt Carter's house. There were new faces here, for the practice was sold and Wyatt gone. Ill-health was his reason for selling. He had never rightly recovered the sudden death of his wife, the new doctor informed me. It had been a terrible blow to him. She had died of 'heart' without a moment's warning."

"Died of 'heart'! Very likely!" I said to myself, as I left the bonnie old-fashioned house in which I had spent many a pleasant hour. John Bingley had gone away also; nobody to whom I spoke seemed to know or care where John had gone. He had never been anybody, but Carter himself was greatly regretted. Men and especially women, said they would never see his like again. He had been on the inquest held over Mrs. Dewar who had been a patient of his. He had come down especially from London to make enquiries, and people told me he was terribly upset, and that it was principally through his evidence that Colonel Dewar was released without a stain on his character. The verdict was "Murder against some person or persons unknown." Well, the very strongest and darkest doings in this world never find their way into the fiction of the country. French story-tellers are different from ours, and many of them are unpaid detectives; they know enough of the mysteries of life, and secret deaths, at all events, to enable them to found their tales on a basis of fact. Grievous enough many of these are, but there is an atmosphere of terrible reality about them all the same.

Now, the mystery that still surrounded the Dewar murder had been entirely forgotten by me when something occurred that recalled it to me in all its triple horror.

I happened to be on the South American Canal, and was accosted by a black man, one evening, in the streets of Rio.

"I was to go to your ship with this letter! Come with me quick, sah. Massa die plenty soon now."

The note was almost undecipherable in the waning light, but what I did read caused me to follow Sambo at a pace that was hardly heel and toe.

A beautiful home among semi-tropical gardens in the suburbs, a grand stair-case and hall. An appearance of luxury everywhere. Up the broad steps I followed my guide, and into a vast bed-chamber with jalousied windows and a balcony embowered in scented flowers and trailing shrubs. The perfume entered this spacious apartment with the sweet low twittering of tropical birds.

One glance at the figure that lay on the bed told me that death was hovering round his pillow.

It was plain John Bingley, but how altered! The face was worn and sad, cheek bones high, and flushed eyes, bright and anxious, and the white clammy hand laid on the coverlet was but a "length of bones."

"Glad you've come—have much—to say. All written—under pillow."

I had my hand on his pulse. It was flickering like the last inch of wick in a candle that has almost burnt out.

"Oh, John," I said mournfully, "there is no time to speak now." It was true. John sighed, but never spoke again, and when I went off to my ship after the funeral I had this unhappy man's diary in my pocket. It was little else save a confession: the only redeeming point, as far as Bingley is concerned, lies in the fact apparent in every page that he was but the tool of an unscrupulous man or demon, Wyatt Carter. But in not a single sentence of this remarkable diary does he blame the being who led him into crime. I have space but for a few extracts, although the story is so strange it might easily form the ground-work of a volume novel.

"I don't think," writes John, "that Wyatt Carter was ever fond of his profession, as far as legitimate practice went. Chemistry, however, and its secrets, by means of which crime—a word not found in his dictionary—could be committed in its most terrible form without the possibility of detection was to him an entrancing study. He was a fatalist, it is true, a psychologist also; yet was he a materialist, paradoxical though this may read. An anarchist and opportunist. Kings and Governments could commit so-called crimes he would tell me, and go unpunished. Kings were but men, protected by those around them: the individual man might do as a king did but he had only himself to protect himself. Nature could not accuse man of crime, and if one's fellow men did, then must they be kept at bay."

"I have confessed that it was poverty that first brought me under Carter's sway. I had failed in business and was too languid and ill to resume it. While Wyatt supported me he was never tired of pointing out to me the beauty and power of riches. Though consumptive, he told me that, in a foreign land and surrounded by every luxury, I might live for many happy years, and all this was in my power if I adopted his doctrines and assisted him in his plans. 'I'll tell you, and see if he was wronged at? I took my first downward step, venturing still another, and then—I was no longer my own soul, I was but a portion of his! So much so that when I told him of the girl I loved—poor little Laura Dawson—he laughed and said, 'No, no, that won't do, John.' So I gave my darling up and never saw her more. I suppose I was mad or hypnotised, but what matters it now? 'I've found the little family I've been looking for now, my young friend,' he told me one

night with his brightest smile. 'I have looked for such people long. Now, John, you've got to act. You're just cut out for a capitalist, and that's your cue in this case.'"

"Long months went past. They were months of intrigue as far as Carter was concerned. I myself had only to appear at times when I saw Wyatt with Mrs. Dewar in a private room or office he had taken and furnished for the purpose. I had even a clerk and typewriter, though it was but little work I had for either. But our business, Wyatt's and mine, was conducted at camera.

"I soon found out that, while pretending to be Colonel Dewar's friend, my partner had fascinated his wife. There were people who hinted as much to the old man, but he was blind. There was one child of the union. It did not live. When I asked Carter, who had been in attendance, about it, 'Great grief to Dewar,' I suppose, he said carelessly, 'but—old men's children are best dead.' This subject was never mentioned again.

"In my business capacity I offered Mrs. Dewar seven per cent. on her capital or six on some investments. It was but little, but it was sure, I added. The poor creature said she knew that, and was only too pleased to have her fortune looked up so that she (the old man) could know nothing of it. She even left the receipts and securities in our hands so that, although we paid her dividends, it was really a portion of her own capital. How I hated myself then! How I hate myself now that I know all will soon be over for ever—because there is no other life beyond this."

"Wyatt assured me so."

"Then," continued this terrible confession, "came the night of nights. Oh, the agony of the dreams I dreamt for months after all was over! Wyatt but laughed; the dreams, he said, were but symptoms of exhaustion of nerve force, and that in my beautiful home in the southern lands of America I should soon get over all that."

"But about the night, Wyatt Carter came in very early and we dined together. He was rather taciturn, and ate but little. I touched nothing; there was a terror at my heart which at times made it almost cease to beat."

"Wyatt sat down to the harp and played wildly, maddly for a time, then he started up and dashed off about half a tumblerful of brandy."

"I shall be late to-night, Bingley," he said, "she is going to be removed, I shan't want you. Don't stir up."

"I tried to speak, but failed—next moment he was gone."

"Oh God! and I might have saved her! But—he would have slain me. Life was sweet, and I was a coward. I rushed to the brandy—I woke shivering hours after and found the fire out. Then came steps along the passage and Wyatt himself entered. He looked flushed and fearless. For a minute or two I only looked at him. Then I found voice."

"Is it—it all over?"

"All over," he answered smiling. "All over and very nicely managed. Why, man, don't be a fool."

"Roaring winds and water seemed to surge in my ears, and I suppose I fainted. I came to my senses in bed, and wondered why I too had not been removed. Perhaps Wyatt had further use for me. He had gone to London, where he had been supposed to be for some days."

Leaves from this terrible diary seem to have been torn out after this, but I have read enough. I placed the whole in an envelope, and directed it to Scotland Yard, London.

Whether or no the fiend Wyatt will ever be captured remains to be seen.

I know this much, that there has been a search to obtain a photograph of him. All in vain. He either never was photographed or the negatives have been bought up and destroyed.

I think the odds are all in Carter's favour, and that he will wander to and fro in the world, sliding justice until the end.

Next Week:—The Nemesis of Knife, by Mary Lovett Cameron.

IF you want your Boots well polished, tell your Valet or the Mail to ask for WALTON'S BOOT CREAMS and VARNISHES.

WALTONIAN CREAM WHITE & BLACK.

JANU MOSCOVITE TAN—3 SHADES.

PARISIAN DRESS-BOOT POLISH.

Order from Stores or Wholesale to—

**JOHN WALTON** (PARIS), MANUFACTURER,

176, SHAFESBURY AVENUE, LONDON. [2752]

## NOTICE.

**THE** Underigned carry in Stock an extensive line of CIGARETS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

**T. M. STEVENS & CO.,** Bascosmole Arcade.

Hongkong, 2nd August, 1901. [1391]

## AMERICAN SYSTEM OF DENTISTRY.

AT No. 39, QUEEN'S ROAD CENTRAL, CHADWICK KEW (LATE OF POATE & NOBLE).

Hongkong 15th September, 1899. [2345]

## THE

**"Allenburys' Foods."**

PROGRESSIVE DIETARY, unique in providing nourishment suited to the growing digestive powers of young infants from birth upwards, and free from dangerous germs.

ie "Allenburys' Milk Food No. 1

ne "Allenburys' Milk Food No. 2

The "Allenburys' Malted Food No. 3

Complete Foods, STERILIZED, and needing the addition of hot water only.

For Infants over six months of age, To be prepared for use by the addition of COW'S MILK, or with No. 1 MILK FOOD.

No. 3 Food is also specially recommended for Convalescents, Invalids, the Aged, and all requiring a light and easily digested diet.

The London Medical Board writes of it that—"No better Food Exists."

Infants' Food Manufacturers: WARE MILLS, HERTFORDSHIRE.

Allen & Hanburys Ltd., London.

## BAD COMPLEXIONS

Dry Thin and Falling Hair and Red Rough Hands Prevented by

## CUTICURA SOAP.

MILLIONS use CUTICURA SOAP exclusively for preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, in the form of baths for annoying irritations, inflammations, and chafings, or too free or offensive perspiration, in the form of washes, for ulcerative weaknesses, and for many sanative antiseptic purposes which readily suggest themselves to women, and especially to mothers, and for all the purposes of the toilet, bath, and nursery. No amount of persuasion can induce those who have once used it to use any other, especially for preserving and purifying the skin, scalp, and hair of infants and children. CUTICURA SOAP combines delicate emollient properties derived from CUTICURA, the great skin cure, with the purest of cleansing ingredients and the most refreshing of flower odours. No other medicated soap ever compounded is to be compared with it for preserving, purifying, and beautifying the skin, scalp, hair, and hands. No other foreign or domestic toilet soap, however expensive, is to be compared with it for all the purposes of the toilet, bath, and nursery. Thus it combines in ONE SOAP at ONE PRICE, the best skin and complexion soap, the best toilet and baby soap in the world.

Complete External and Internal Treatment for Every Humour, consisting of CUTICURA SOAP, to cleanse the skin and scalp of crusts and scales, and soften the thickened cuticle, CUTICURA Ointment, to instantly allay itching and irritation, and soothe and heal, and CUTICURA RESOLVENT, to cool and cleanse the blood. Sold throughout the world. Australian Depot: H. TOWNS & CO., Sydney, N.S.W. So. African Depot: LONDON 1877, Cape Town. "How to have Beautiful Skin, Hair, and Hands," free. FOTTER COPE, Boston, U.S.A., Sole Props., CUTICURA REMEDIES.

[33-2]

## CHRISTMAS

PHOTOGRAPHIC VIEWS OF HONGKONG, CANTON, MACAO and PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS Stamped in real Gold in Chinese Characters with English Translations.

## MOTTOES:

A Merry Christmas and a Happy New Year

Plenty chances, large gain;

Dollar come all same rain

Wishing you Happiness and Longevity

Success Crown your Undertakings

My chin chin in Hongkong

Makes you happy and strong

Everything as you wish

禧新賀恭

財發喜恭

長久壽福

遂順事諸

健力壯身

意如事

## FOR SALE AT

MESSRS. KELLY & WALSH, LD. MESSRS. KRUSE & CO.

MESSRS. W. BREWER & CO. MESSRS. ACHEE & CO.

AND OTHER STORES. [2712]

**RUPTURE RELIEVED AND OFTEN CURED** BY THE USE OF OUR

## PATENT TRUSS INVENTION.

The Lancet, October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement of the body, and is very effective."

British Medical Journal, May, 1885, says: "It is a very ingenious and successful truss."

Medical Times and Hospital Gazette, 1885, says: "Hodges & Co. have for years past devoted their attention and skill to the improvement of trusses, for the treatment of various kinds of Hernia, following the principles laid down by Professor Wood, of King's College Hospital."

Particulars—

**HODGES & CO.,** 80, COLLEGE STREET, CHELSEA, LONDON, S.W. [2703]

**GREG RECKE & CO.** 10 and 20, FEATHERSTONE STREET, LONDON, E.C.

ESTABLISHED NEARLY A QUARTER OF A CENTURY.

## GENERAL CATERERS.

**MANUFACTURERS OF FINEST TABLE DELICACIES AND SAUCES.**

EXPORTERS OF EUROPEAN PRODUCE.

DEALERS IN EGGS, POULTRY, BUTTER, CREAM, AND FARM PRODUCE.

TELEGRAPHIC ADDRESS: "GREGRECKE, LONDON." [2760]

**NESBIT & CO.,** WOODFORD GREEN, ESSEX.

## ELECTRICIANS.

**ELECTRICAL AGENTS.**

**ELECTRICAL APPLIANCES.**

DEALERS IN ELECTRICAL ACCESSORIES OF ALL DESCRIPTIONS.

ALL OUR BRANCHES HAVE THE PERSONAL SUPERVISION OF THE MANAGERS OF OUR DIFFERENT DEPARTMENTS.

**ELECTRIC LIGHT. ELECTRIC BELLS. ELECTRIC HEATING.**

**NESBIT & CO., WOODFORD GREEN, ESSEX.** [2751]

## THE Allenburys' Foods.

PROGRESSIVE DIETARY, unique in providing nourishment suited to the growing digestive powers of young infants from birth upwards, and free from dangerous germs.

ie "Allenburys' Milk Food No. 1

ne "Allenburys' Milk Food No. 2

The "Allenburys' Malted Food No. 3

Complete Foods, STERILIZED, and needing the addition of hot water only.

For Infants over six months of age, To be prepared for use by the addition of COW'S MILK, or with No. 1 MILK FOOD.

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The London Medical Board writes of it that—"No better Food Exists."

Infants' Food Manufacturers: WARE MILLS, HERTFORDSHIRE.

Allen & Hanburys Ltd., London.



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong, B, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, C, together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CEYLON	Brit. str.	2 m.	W. Hayward, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON, &c., via Ports of Call	COROMANDEL	Brit. str.	2 m.	P. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 9th inst., at Noon.
LONDON	NESTOR	Brit. str.	2 m.	G. W. Babot, R.N.R.	BUTTERFIELD & SWIRE	On 12th inst.
LONDON via MARSHALLS	SCOTIA	Brit. str.	2 m.	G. W. Babot, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON	MACHAO	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th inst.
LONDON	ACHILLES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th December.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
MARSEILLES, &c., via Ports of Call	IXION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th December.
MARSEILLES & LONDON, &c., v. SINGAPORE, &c.	SALAZIE	Fr. str.	2 m.	Albaret	MESSAGERIES MARITIMES	On 4th inst., at 1 p.m.
BREMEN, via Ports of Call	KANAKURA MARU	Jap. str.	2 m.	H. Petersen	NIPPON YUSEN KAISHA	On 15th inst., at Daylight.
HAVRE & HAMBURG	KIAUTSCHOU	Ger. str.	2 m.	Lunesschloss	MELCHERS & CO.	On 13th inst., at Noon.
HAVRE & HAMBURG	BAMBERG	Ger. str.	2 m.	Zurbousen	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	2 m.	Zurbousen	HAMBURG-AMERIKA LINIE	On 16th inst.
HAVRE & HAMBURG	MARBURG	Ger. str.	2 m.	Zurbousen	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & HAMBURG	SERBIA	Ger. str.	2 m.	Brohmer	HAMBURG-AMERIKA LINIE	On 28th December.
HAVRE & HAMBURG	NUERNBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 6th January.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January.
TRIESTE via SINGAPORE, &c.	MARQUIS BACQUEHEM	Aus. str.	2 m.	Bilfinger	SANDEL, WIEBER & CO.	On 19th inst., p.m.
NEW YORK via PORTS & SUEZ CANAL	RICHMOND CASTLE	Brit. str.	2 m.		DODWELL & CO., LIMITED	On 15th inst.
NEW YORK	MANUEL LLAGUNA	Ame. ship.	1 m.		SHEWAN, TOMES & CO.	On or about 25th Oct.
NEW YORK	CLAYDALE	Ger. str.	2 m.		CHARLOWITZ & CO.	On or about 5th inst.
NEW YORK via SUEZ CANAL	ADANA	Brit. str.	2 m.		SHEWAN, TOMES & CO.	On 8th inst.
VANCOUVER via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. P. Farnham, R.N.R.	CANADIAN PACIFIC R. CO.	On 20th inst., at Noon.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	G. W. Babot, R.N.R.	DODWELL & CO., LIMITED	On 14th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TOSCA MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 18th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE & TACOMA	OOPACK	Brit. str.	2 m.	J. Barber	JARDINE, MATHESON & CO.	Quick despatch.
PORTLAND (OR.) & SHANGHAI, &c.	KNIGHT COMPANION	Brit. str.	2 m.		ALLAN CAMERON	On or about 14th inst.
SAN DIEGO, &c., via MOJI, &c.	KYARVEN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 1st December.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	2 m.	McArthur	GIBB, LIVINGSTON & CO.	On 21st inst., at Noon.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 22nd inst., at 4 p.m.
YOKOHAMA & KOBE	LENNOX	Brit. str.	2 m.	Williamson, R.N.R.	DODWELL & CO., LIMITED	On or about 7th inst.
YOKOHAMA via SHANGHAI & KOBE	JAVA	Jap. str.	2 m.	J. B. Macmillan	P. & O. S. N. Co.	On or about 30th inst.
KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 8th inst., at Daylight.
KOBE	KUJANO MARU	Jap. str.	2 m.	Pinkham	DODWELL & CO., LIMITED	On 10th inst.
NAGASAKI DIRECT	OHI	Brit. str.	2 m.	J. Mackenzie	NIPPON YUSEN KAISHA	On 5th inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 5th inst., at Noon.
MOJI, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 5th inst.
TIENSHAN	KWIRYANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th inst., at 3 p.m.
SHANGHAI	LOONGMOON	Ger. str.	2 m.	Schmidt	SEIJSSEN & CO.	On 4th inst., at Noon.
SHANGHAI	ERNEST SIMONE	Fr. str.	2 m.	Vaquier	MESSAGERIES MARITIMES	On or about 5th inst.
SHANGHAI	PEKIN	Brit. str.	2 m.	E. J. For	P. & O. S. N. Co.	On or about 9th inst.
SHANGHAI	BALLAARAT	Brit. str.	2 m.	S. A. Peters	P. & O. S. N. Co.	On 6th inst., at Daylight.
POOCHOW via SWATOW & AMOY	AMING MARU	Jap. str.	1 m.	K. Suzuki	MIITSUI BUSSAN KAISHA	On 13th inst.
AMING via SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.	K. Sobajima	MIITSUI BUSSAN KAISHA	To-morrow.
TAMU via SWATOW & AMOY	KALFONG	Brit. str.	2 m.	Weigall	BUTTERFIELD & SWIRE	On 8th inst.
ILOILO & CEBU	LOONGSANG	Brit. str.	2 m.	J. E. McArthur	JARDINE, MATHESON & CO.	On 4th inst., at 4 p.m.
MANILA	PELLA	Brit. str.	2 m.		SHEWAN, TOMES & CO.	On 7th inst., at 5 p.m.
MANILA via AMOY	SURKANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst.
MANILA	CHANGSHA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	ARRATON APCAR	Brit. str.	2 m.	E. Foy	DAVID SASSOON, SONS & CO.	On 7th inst.
SINGAPORE & PENANG	BENLARI	Brit. str.	2 m.	Koroble	GIBB, LIVINGSTON & CO.	On 9th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit. str.	2 m.	Payne	P. & O. S. N. Co.	On or about 13th inst.
SINGAPORE & BOMBAY	MAZAGON	Brit. str.	2 m.	G. W. Cockman, R.N.R.	NIPPON YUSEN KAISHA	On 8th inst., at Noon.
BOMBAY via SINGAPORE & COLOMBO	HIROSHIMA MARU	Jap. str.	2 m.	T. Murai	CHARLOWITZ & CO.	On 13th inst., at Noon.
BOMBAY via SINGAPORE & PENANG	BHARON	Jap. str.	2 m.	Bussaca		

## SHIPPING.

**ARRIVALS.**  
Oct. 31, PENTACOTA, British transport, 2,209.  
H. L. Parsons, Taku 26th October and  
Wharfedale 27th.  
Nov. 1, ALBION, British battleship, 12,950.  
Wm. W. Howitt, Amoy 26th October.  
Nov. 1, CHATELAIN, British str., 1,278.  
Fred. W. Joslin, Singapore 26th October.  
General—CHINESE.  
Nov. 1, CHUYEN, American str., 1,211.  
Sloanan, Canton 31st October, General—  
CHINESE.  
Nov. 1, KWIRYANG, British str., 1,062, Outer-  
bridge, Canton 31st October, General—  
BUTTERFIELD & SWIRE.  
Nov. 1, LAISANG, British str., 2,255, Payne,  
Calcutta via Singapore and Penang 17th  
October, General—JARDINE, MATHESON  
& CO.  
Nov. 1, LOONGSANG, British str., 1,092, G. S.  
Weigall, Manila 29th October, General—  
JARDINE, MATHESON & CO.  
Nov. 1, MARCO MINNETTI, Italian transport,  
1,632, Giuseppe Sartono, Genoa 30th  
September.  
Nov. 1, NANYANG, German str., 1,016, Hays,  
Manila 29th Oct.—E. A. Trading Co.  
Nov. 1, QUARTA, Ger. str., 1,140, H. Johannsen,  
Nesherwang 25th October, General—  
SIEMSEN & CO.

## DEPARTURES.

31st October.  
Hus, French str., for Kwongchowwan.  
1st November.  
AWA MARU, Japanese str., for London.  
CHANGCHOW, British str., for Amoy.  
DIAMANTE, British str., for Manila.  
PAUSANG, British str., for Singapore.  
GLENGYLE, British str., for Tacoma.  
SUMATRA, British transport, for Calcutta.  
TAISHAN, British str., for Swatow.

## VESSELS IN DOCK.

1st November.  
KOWLOON DOCKS—Canton River, Eleano,  
H.M.S. Argonaut, H. J. Albrecht, Kwangtung,  
Tacoma, Hans Menckel, Kwangtung, Loosch,  
Hemphill.  
COSMOPOLITAN DOCK—Piccola.

## SHIPPING REPORT.

The British steamer *Loongtung*, from Manila  
29th ult., had strong N.E. monsoon and rough  
sea throughout the passage.

## VESSELS ON THE BERTH

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

## TRANS-PACIFIC SERVICE

VICTORIA (B.C.), SEATTLE AND  
TACOMA.

THE Steamship

3,863 Tons, Commander J. Barber, is due here  
on 4th November, and will have quick despatch.  
For Rates of Freight and Further Particu-  
lars, apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 23rd October, 1901. [2701]

SHEWAN TOMES & CO.'S NEW YORK  
LINE.

FOR NEW YORK via SUEZ CANAL.  
THE Steamship

"ADANA"  
will be despatched for the above port on or  
about 5th November, 1901.  
To be followed by the Steamship  
"ASAMA"  
on or about 15th December, 1901.  
And by the Steamship  
"ACARA"  
on or about 31st December, 1901.  
For Freight, apply to  
SHEWAN, TOMES & CO.  
Hongkong, 23rd October, 1901. [2383]

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"ARRATON APCAR."  
Captain E. Foy, will be despatched for the  
above ports TO-DAY, the 2nd November, at  
3 p.m.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & CO.,  
Agents.  
Hongkong, 29th October, 1901. [2745]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR TAMSUI via SWATOW AND  
AMOY.

THE Company's Steamship

"DAIGI MARU."  
Captain K. Sobajima, will be despatched for  
the above ports TO-MORROW, the 3rd  
November.

For Freight or Passage, apply to  
THE MIITSUI-BUSSAN KAISHA,  
Agents.  
Hongkong, 28th October, 1901. [17]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, BOMBAY, ADEN, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX,  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 4th November, 1901,  
at 1 p.m., the Company's Steamship  
"SALAZIE," Captain Albaret, with Mails,  
Passengers, Specie and Cargo, will leave this  
port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with  
the S.S. *Armand Belin*, which vessel takes on  
her Passengers and Mails leaving that port on  
the 16th November direct to Suez, Port Said  
and Marseilles.

Cargo and Specie will be registered for  
London as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon,  
Cargo will be received on board until 4 p.m.  
Specie and Parcels until 3 p.m. on the 3rd  
November. (Parcels are not to be sent on board;  
they must be left at the Agency's Office.) Con-  
tents and Value of Packages are required.  
For further particulars, apply at the Com-  
pany's Office.

P. DE CHAMPEMORIN,  
Acting Agent.  
Hongkong, 23rd October, 1901. [2]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

(Taking Cargo at through rates to Tientsin,  
Chinkiang and Hankow.)

THE Steamship

"LOONGMOON."  
Captain Schmidt, will be despatched for the  
above ports on MONDAY, the 4th November,  
at 3 p.m.

This Steamer has superior accommodation for  
First and Second Class Passengers.

For Freight or Passage, apply to  
SIEMSEN & CO.,  
Agents.  
Hongkong, 1st November, 1901. [2780]

FOR NEW YORK.

THE 3/5 A II American Ship

"MANUEL LLAGUNA"  
will load during October, sailing about 25th  
October.

For Freight, apply to  
SHEWAN, TOMES & CO.  
Hongkong, 11th July, 1901. [1759]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)  
"TARTAR," 4,425 Tons, Comdr. D. B. Bigham, R.N.R., WEDNESDAY, 6th Nov. 1901  
"EMPERESS OF INDIA," Comdr. P. Marshall, R.N.R., WEDNESDAY, 20th Nov. 1901  
"ATHENIAN," 3,882 Tons, Capt. H. Howitt, R.N.R., WEDNESDAY, 4th Dec. 1901  
"EMPERESS OF JAPAN," Comdr. H. Fyfe, R.N.R., WEDNESDAY, 18th Dec. 1901  
"EMPERESS OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 15th Jan. 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous  
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN-  
COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey,  
and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the  
CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE  
PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal,  
Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great  
Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return  
tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and  
Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP-  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL  
TRAINS (the Company having received the highest award for same at recent Chicago World  
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY  
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated  
by the Company, and their appointments and Cuisine are unequalled.

## SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed  
on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings,  
taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Passenger accommodation, the "ATHENIAN"  
takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.  
The "TARTAR" takes First Class and Steerage Passengers only. The run is usually  
made between YOKOHAMA and VANCOUVER in 14 days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent,  
Paddler's Street.  
Hongkong, 1st October, 1901. [10]

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS IN THE  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES

BAMBERG ..... HAVRE & HAMBURG ..... On 2nd Nov. Freight.  
Capt. Zurbousen (Calling at Singapore and Colombo)

SEGOVIA ..... HAVRE, BREMEN & HAMBURG ..... On 16th Nov. Freight.  
Capt. Forer (Calling at Singapore and Penang)

MARBURG ..... HAVRE & HAMBURG ..... On 30th Nov. Freight.  
Capt. Zacharias (Calling at Singapore and Colombo)

SUEVIA ..... HAVRE & HAMBURG ..... On 14th Dec. Freight.  
Capt. Borch (Calling at Singapore and Penang)

SERBIA ..... HAVRE & HAMBURG ..... On 28th Dec. Freight.  
Capt. Brohmer (Calling at Singapore and Colombo)

NUERNBERG ..... HAVRE & HAMBURG ..... On 6th Jan. Freight.  
Capt. Mayer (Calling at Singapore and Penang)

STRASSBURG ..... HAVRE & HAMBURG ..... On 13th Jan. Freight.  
Capt. Madsen (Calling at Singapore and Colombo)

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.  
Hongkong, 26th October, 1901. [1051]

NORTHERN PACIFIC  
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI  
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
CLAVERING	3,328	J. Barker	November 14th
BAEMAR	3,601	W. Watt	November 26th
WYFIELD	3,235	G. Cartner	December 10th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the  
PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED  
STATES and to EUROPE.

HONGKONG to LONDON, 252.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES

HONGKONG to NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental  
trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night.

TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Moun-  
tains. The Yellowstone National Park route.

HONGKONG to VICTORIA and TACOMA, 231.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA  
and TACOMA to DREA and St. MICHAEL.

Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED.  
General Agents.

Hongkong, 2nd October, 1901.

11

IMPERIAL GERMAN MAIL  
LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS;

ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON  
AND SOUTH AMERICAN PORTS.



## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"ACHILLES"	On 6th November.	
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 15th November.	
GLASGOW and LIVERPOOL...	"IXION"	On 21st November.	

FOR	STEAMERS	TO SAIL
LONDON	"NESTOR" .....	On 12th November
LONDON	"MACHAON" .....	On 26th November
LONDON	"ACHILLES" .....	On 10th December
LIVERPOOL DIRECT (Taking Cargo at London Rates)	"DARDANUS" .....	On 15th November
LIVERPOOL DIRECT (Taking Cargo at London Rates)	"IXION" .....	On 15th December

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS O. S. S. Co.

Hongkong, 29th October, 1901.

[15]

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SHANSI"	On 2nd November.
TIENTSIN	"KWEIYANG"	On 5th November.
YOKOHA	"KATFONG"	On 8th November.
MANILA	"SUNGKIANG"	On 9th November.
MANILA	"CHANGSHA"	On 10th November.
PORT DARWIN, THURSDAY		
ISLAND, COCKATOWN, TOWNS		
VILLE, BRISBANE, SYDNEY		
and MELBOURNE		

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 28th October, 1901.

[16]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship  
"COROMANDEL,"  
Captain F. W. Vibert, R.N., carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 9th November, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; and cargo for London, &c., will be conveyed, via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to  
**H. A. RITCHIE,**  
Superintendent.

Hongkong, 28th October, 1901.

## NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEEN, SUET, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship  
"BISAGNO,"  
Captain Brusca, will be despatched as above on WEDNESDAY, the 14th November, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 31st October, 1901.

## REGULAR STEAMSHIP SERVICE TO NEW YORK VIA THE SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"RICHMOND CASTLE," On 15th November.

"KURDISTAN," On 30th November.

"LENNOX," On 15th December.

"ORONSAY," On 31st December.

"HILLGLEN," On 15th December.

"LOWTHER CASTLE," On 31st December.

For Freight and further information, apply to  
**DODWELL & CO., LD.,**  
Agents.

Hongkong, 26th October, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND Ports, and taking through cargo to TASMANIA, &c.)

THE Steamship  
"GUTHRIE,"  
Captain McArthur, will be despatched for the above ports on THURSDAY, the 21st November, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 28th October, 1901.

[2746]

## VESSELS ON THE BERTH

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with  
THE GREGG RAILROAD AND NAVIGATION COMPANY.  
Operating the New First Class Steamships  
"INDRAVELLI," "INDRAPURA,"  
and "KNIGHT COMPANION,"  
between HONGKONG and PORTLAND  
(OR), calling at SHANGHAI, NAGASAKI,  
MOJI, KOBE and YOKOHAMA.

THE Steamship  
"KNIGHT COMPANION"

will be despatched for Portland (Or.) on or about 14th November, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to  
**ALLAN CAMERON,**  
General Agent.

Hongkong, 30th October, 1901.

[2757]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KARACHI, ADEEN, SUET,  
PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADEIAN PORTS.)

THE Company's Steamship  
"MARQUIS BACQUEHEM,"

Captain Blaford, will be despatched as above on TUESDAY, the 19th of November, P.M.

The steamer has capital accommodation for Passengers. Electric light. A Doctor is carried.

For information as to Passage and Freight, apply to  
**SANDER, WIELER & CO.,**  
Agents.

Hongkong, 28th October, 1901.

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to  
**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.

Hongkong, 4th August, 1897.

## HONGKONG STEAMERS.

Arratoon Apex, British str., 2,879, Foy, Oct. 27.

Bombay, German str., 4,160, Zurborn, Oct. 30.

Hamburg, American Line, Benlarig, British str., 1,433, Krobbe, Oct. 29.

Gibb, Livingston & Co, Borneo, British str., 2,854, Gregor, Oct. 31.

P. & O. S. N. Co, Bankburn, British str., 5,000, Sheldrake, Oct. 31.

Butterfield & Swire, Ceylon, British str., 2,637, Hayward, R.N.E., Oct. 30.

P. & O. S. N. Co, Charterhouse, British str., 1,278, Joslin, Nov. 1.

Chinese, Chas. Rogier, Brit. str., 1,292, Smith, Sept. 8.

Japanese, Chalydra, British str., 1,564, Cox, Oct. 31.

Jardine, Matheson & Co, Chiyuon, Amr. str., 1,211, Sleeman, Nov. 1.

Chinese, Chowfa, German str., 1,055, Musang, Oct. 20.

Melchers & Co, Clara, German str., 675, Uldrup, Oct. 30.

Jensen & Co, Desig, Maru, Jap. str., 846, Kitano, Oct. 31.

Mitsui Bussan Kaisha, Decima, German str., 794, Schalkier, Oct. 22.

Siemens & Co, Dr. Haus Jurg Kiser, Norw. str., 631, Larsen, Oct. 30.

E. A. Trading Co, Ltd, Dordogne, French str., 3,723, Vedene, Oct. 18.

Messageries Maritimes, Eleono, American str., 510, Altona, Sept. 3.

Brandao & Co, Empress of India, British str., 3,003, Marshall, Oct. 30.

C. F. R. Co, Taurua, Norw. str., 2,700, Christiansen, Oct. 31.

Order, Hermann Menzell, Ger. str., 1,647, Schult, Oct. 27.

Chinese, Hopson, British str., 1,359, Coops, Oct. 31.

Order, Kwoyang, Brit. str., 1,062, Outerbridge, Nov. 1.

Butterfield & Swire, Laiyang, British str., 2,225, Payne, Nov. 1.

Jardine, Matheson & Co, Lennox, British str., 2,361, Williamson, Oct. 26.

Dodwell & Co, Ltd, Loongyang, British str., 1,092, Weigall, Nov. 1.

Jardine, Matheson & Co, Looset, German str., 1,020, Fuchs, Oct. 26.

Butterfield & Swire, Lucia, Austrian steamer, 1,508, Zar, Oct. 27.

Chinese, Merionethshire, British str., 2,200, Burat, Oct. 31.

Order, Musashino Maru, Jap. str., 2,018, Koshima, Oct. 31.

Dodwell & Co, Ltd, Nanwang, German str., 1,016, Haas, Nov. 1.

East Asiatic Trading Co, Ltd, Nippon Maru, Jap. str., 3,437, Greene, Oct. 25.

Toyoi Kisen Kaisha, Nuen Tung, German str., 1,241, Schoenberg, Oct. 29.

Melchers & Co, Obi, British str., 1,951, Pinkham, Oct. 21.

Mitsui Bussan Kaisha, Olimpo, Austrian str., 1,800, Trawich, Oct. 21.

Bradley & Co, Phranang, Ger. str., 1,021, Mangelsdorf, Oct. 21.

Butterfield & Swire, Phra C. G. Kiao, German str., 1,012, Unsworth, Oct. 30.

Butterfield & Swire, Piccola, German str., 825, Garritke, Oct. 27.

Chinese, Quarla, German str., 1,146, Johansen, Nov. 1.

Siemens & Co, Saluhadij, Dutch str., 1,235, Zwart, Oct. 17.

Meyer & Co, Shansi, British str., 1,240, Carnaghan, Oct. 26.

Butterfield & Swire, Skepyre, British str., 2,199, Appleton, Oct. 25.

Butterfield & Swire, Tacoma, British str., 2,311, Dixon, Oct. 21.

Dodwell & Co, Ltd, Taichong, German str., 828, Ahrens, Oct. 23.

Meyer & Co, Takong, British str., 977, Baker, Oct. 24.

Jardine, Matheson & Co, Tazlar, British str., 2,763, Bloetham, Oct. 22.

C. P. R. Co, Victoria, Swedish str., 989, Hellberg, Oct. 30.

East Asiatic Trading Co, Ltd

SAILING VESSELS.  
Celeste Burrill, British ship, 1,764, Jeffry, M. 29, Order.  
Geo. T. Hay, British ship, 1,647, Spice, Oct. 20.  
Arnhold, Karberg & Co.  
Geo. Valentini, French bk., 766, Harbert, Aug. 23, Order.  
Helen A. Wyman, Amr. ship, 1,664, Vanlon, Sept. 10.  
Arnhold, Karberg & Co.  
H. J. Albrecht, German schr., 761, Anderson, Oct. 10, Master.  
Lanberg, Brit. bark, 1,215, McDougall, Aug. 14, Master.  
Mihuel Laguno, Amr. ship, 1,650, Nichols, June 30.  
Standard Oil Co.  
Sea Witch, Amr. ship, 1,172, Howes, Feb. Master.  
States of Maine, Amr. ship, 1,467, Colcord, 8, Standard Oil Co.

JOHN BROWNHILL, DEPT.  
MARY BROWNHILL, DEPT.

NOTICE IS HEREBY GIVEN that all Persons, Firms, or Companies having any Claim or Claims against the Estate of Effects of either of the above named deceased persons must send in the particulars of their respective Claims on or before the 8th day of NOVEMBER next to the Administrator and Executor JAMES ROBERT MUDIE, whose address is at the Office of C. EWENS, Solicitor, 36, Queen's Road Central, Hongkong, after which said date the said Administrator and Executor will proceed to wind up and distribute both Estates.

Dated this 8th day of October, 1901. [2563]

C. E. WARREN,  
BUILDING CONTRACTOR,  
No. 34, WYNDHAM STREET.

SANITARY APPLIANCES SUPPLIED  
and FIXED. Specially Designed TRAPS  
for Bathrooms and Verandahs in Stock.  
Agent for MOSAIC TILES. Prices on Application. [2489]

DAVID CORSAK & SONS  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBERG & CO.  
Sole Agents.

31801

## PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1901. [234]

## CHUNG NGOI SAN PO

(Chinese Daily Press),  
PUBLISHED DAILY.  
Is the oldest and still immeasurably the best  
medium for Advertising among the  
Native Community.

Established for nearly FORTY YEARS.  
circulates largely throughout Southern China,  
Indo-China, &c.

Terms for Advertising (Translations free) can  
be obtained at the Office, 14, Des Voeux Road  
Central, Hongkong, 131, Fleet Street, London;  
or from the different Agents.

Documents translated from or into Classic  
or Colloquial Chinese.

## SIENTING

SURGEON DENTIST,  
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.  
Consultation Free.

Hongkong, 23rd September, 1901. [2405]

## FOREIGN AND COLONIAL STAMP DEALER

No. 4, WEST TERRACE, HONGKONG.

Will be glad to send STAMPS on approval  
to any address on receipt of satisfactory refer-  
ences.

Is also prepared to purchase used POSTAGE  
STAMPS in Large or Small Quantities for Cash.  
AGENTS WANTED  
15 to 25 per cent. Discount Allowed. [1396]

## TSANG FOO &amp; CO.

SAM WING HING  
COAL MERCHANTS.  
No. 48, DES VOEUX ROAD CENTRAL.  
Telephone No. 329.  
Hongkong, 23rd September, 1901. [2411]

## SINGING, PIANO, MANDO- LINE, BANJO, &amp;c.

SIGNOR CATTANEO  
has RESUMED TUITION.  
TERMS \$10 per Month.  
(TWO LESSONS PER WEEK).  
Care of ROBINSON PIANO CO.  
Hongkong, 22nd April, 1901. [2688-1]

## KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOW-  
LOON AND ADJACENT TERRI-  
TORIES showing the Boundary under the  
New Convention, with the Towns, Villages,  
&c. Prepared from Authoritative Sources and  
Printed in Colours. Price \$1.  
To be had at Messrs. KELLY & WALSH, LD.,  
Daily Press Office.  
Hongkong, 29th October, 1898. [89]

## DODGE WOOD SPLIT PULLEYS.

ALL SIZES TO FIT ALL SIZED  
SHAFTS IN STOCK.

Also large Stocks of  
GANDY COTTON BELTING.

SOLE AGENTS,  
LUTGENS, EINSTAMANN & CO.  
HONGKONG. [2-95]

SOLE AGENTS FOR CHINA,  
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Hongkong, 16th September, 1901. [234]

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TERMS VERY MODERATE.  
Consultation Free.



**CARTRIDGES! CARTRIDGES!!**

**JUST LANDED A NEW STOCK**

ELI'S AND KINCH'S SPONGE  
 CARTRIDGES AND NEWCASTLE  
 SHOT  
 20 BORE CARTRIDGES  
 12 " " "  
 12 " " "  
 8 " " "  
 W. M. SCHMIDT & CO  
 Gunsmiths.  
 Hongkong, 3rd January, 1901.

WHAT FINER CAN YOU DRINK THAN  
**JOHN JAMESON'S**  
 ANDERSON'S (DUBLIN)  
 "OWN CASED" Very Old  
 BLACK-BOTTLE  
**WHISKEY.**  
 Please see you get it with  
 Metal { BLUE—One Star.  
 Capsules { PINK—Two Stars  
 { GOLD—Three Stars  
 OF ALL DEALERS  
 Sole Export Bottling Agents to, J. J. &  
**C. DAY & CO., LONDON**

**Clarke's**  
**Blood**  
**Mixture**  
 "FOR THE BLOOD IS THE LIFE."

THE WORLD-FAMED BLOOD PURIFIER  
 RESTORES  
 IS WARRANTED TO CLEAR THE BLOOD  
 of all impurities from whatever cause arising  
 For Scrofula, Scurvy, Eczema, Skin and  
 eruptions, Blackheads, Pimples, and Sores of all  
 kinds, is a never-failing and permanent Cure. It  
 Cures Old Sores.  
 Cures Sores on the Neck.  
 Cures Sore Legs.  
 Cures Blackheads or Pimples on the Face.  
 Cures Ulcers.  
 Cures Scurvy.  
 Cures Blood and Skin Diseases.  
 Cures Glandular Swellings.  
 Clears the Blood from all impure Matter from  
 every cause arising.

It is a real specific for Gout and Rheumatic pain.  
 It removes the cause from the Blood and Bones.  
 As this Mixture is pleasant to the taste, and  
 warranted free from anything injurious to the most  
 delicate constitution of either sex, the Proprietor  
 suffers to give it a trial to test its value.  
 Mr. Stephen Morgan writes: "I have suffered  
 1886 with a varicose enlarged leg, and have  
 had five doctors. I also attended two hospitals  
 at one you suggested that I should have my  
 leg and the other that I should have the vein  
 tied up. You may guess my feelings, then, when  
 I found myself now cured by taking 'Clarke's  
 Mixture' and applying 'Clarke's Miraculous  
 especially as I have a family of eight children.  
 My leg measured 14 in. round against 14 in. the other  
 part of my work I have done on my knees. I  
 suffer coming from my leg, was as black as soot  
 has now completely healed up, and I am out of  
 a thing not known to me for the past eight  
 years. I think my cure a marvellous one.  
 I commenced taking 'Clarke's Blood Mixture' in Ju

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especially as I have a family of eight children.  
leg measured 15 1/2 in. round against 14 in. the other  
part of my work I have done on my knees. The  
ter coming from my leg was as black as soot  
has now completely healed up, and I am out of  
a thing not known to me for the past eight years.  
must say I think my case a marvellous one.

and the cost has been one small bottle to try first, and finding the proper remedy, then the others, also a few pots of the salve, and more off. I have spent pounds in other remedies, have been no good to me. I shall be pleased to answer any questions, and afflicted brothers and sisters see my leg for themselves. You can make a

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